

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

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### BIRTHS.

On the 17th April, at Ningpo, the wife of the Rev. W. H. ELWIN, of a son.  
On the 23rd April, at the Acacias, Robinson Road, Kowloon, the wife of W. KING, of a son.  
On the 29th April, at No. 3, Camaroon Road, Kowloon, the wife of TANG CHEE, of a daughter.

### MARRIAGES.

On the 8th April, at Yokohama, J. H. ROSENTHAL, of Yokohama, to Miss GERTRUDE M. STERN, of New York.

On the 12th April, at Edinburgh, DAISY, daughter of R. G. VAN SOMEREN, of Singapore, to WILLIAM HAMILTON SIMPSON, M.B., of New Zealand.

On the 19th April, at the Cathedral, Shanghai, by the Rev. H. Newcomb, FLORENCE LOUISE, eldest daughter of W. J. MADDISON, of Southend-on-Sea, Essex, England, to WILLIAM JOHN, eldest son of W. H. WARMSLEY, of Tientsin, North China.

### DEATHS.

On the 16th April, at Hankow, SEIGMUND ROSENBAUM.

On the 28th April, at Government Civil Hospital, T. H. GIDLEY, late Inspector of Police, aged 31 years.

## Hongkong Weekly Press

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### ARRIVAL OF MAILS.

The German Mail arrived, per the steamer *Bayera*, on the 26th ultimo; the French Mail of the 1st April is expected to arrive, per the steamer *Ernest Simons*, some time tomorrow, the 3rd inst; and the England Mail of the 8th ult., is due to arrive, per the steamer *Simla*, on or about Friday, the 6th inst.

### EPITOME OF THE WEEK.

News of a great battle on the Yalu, in which the Japanese were completely victorious, has just reached the Colony. Full confirmation arrives, as we go to press, by our own and by official telegrams.

Prince Adalbert of Prussia is to visit Peking on the 5th inst.

The Washington \*Cabinet has decided to exempt labourers for the Panama Canal from the Chinese exclusion laws.

The Russian Admiralty proposes to despatch the Baltic fleet by Suez and colliers by the Cape, appointing a rendezvous in the Indian Ocean.

The cruiser *Haitien*, one of the two crack warships in the Chinese fleet, ran on a rock off Elliott Island, near Gutzlaff, on the 25th ult. It is feared that she must be a total loss.

The *P. & T. Times* says that a German lawyer has been retained by the Board of Punishments to draw up the new code of Penal Laws for the Chinese. He is expected to arrive in Peking shortly.

The Japanese Government states that the *Asama* found a Russian mine floating forty miles from Shantung Promontory. There are probably many more adrift. Neutral ships are cautioned.

It is understood that Russia's contention regarding wireless telegraphy (i.e. treating those using it as spies) meets with a good deal of support from naval and military men of the maritime Powers.

The Government has approved of the appointment of Mr. Edward Gueritz as acting Governor of British North Borneo. Mr. E. P. Gueritz has up to now held the appointment of Sessions Judge at Labuan.

The Emperor of China's nephew, Prince Pu Lun, is meeting with exceptional hospitality in Washington. Mr. Hay gave a dinner in his honour on the 24th ult., and President Roosevelt received him next day.

H.E. Yuan Shi-kai has now under his command in the North a total force of 36,100 men, of all arms, consisting of 25,000 Infantry, 5,750 Cavalry, 3,850 Artillerymen, 1,000 Pioneers, and 500 Transport Corps.

His Excellency the Officer Administering the Government has received the following telegram from Sir Claude Macdonald, H.B.M.'s Minister at Tokyo:—"There is no reason whatever why tourists should not visit Japan, travel and residence perfectly safe."

An arrival at Hongkong from Japan reports that on the 23rd ult. 16 transports and several towed barges of ammunition passed through Moji Harbour. There was a rumour that another attack was to be made on Port Arthur on the night of the 28th.

The Russian Government has sent a circular to its representatives abroad, declaring categorically that Russia will not accept mediation to terminate the war and will not admit the intervention of any Power whatsoever in the Russo-Japanese negotiations after the war.

A telegram from Port Arthur to S. Petersburg says that experiments with submarine boats have been a brilliant success. This is the first intimation that submarines were at Port Arthur, although it was reported weeks ago that the late Admiral Makaroff had requested some to be sent by rail.

The Portuguese Minister to Peking is still at Shanghai on diplomatic business, arranging certain treaties regarding South China. The *Vasco da Gama* left for Shanghai today, and the *Adamastor* goes on the 15th of the month, both to meet the Minister and be under his orders at Tientsin.

Unofficial telegrams published in S. Petersburg varying report several attempts of the Japanese to cross the Yalu. According to one account, the Russian artillery destroyed the bridge thrown across the river north of Wiju, but a force crossed successfully south of Wiju and a portion advancing with a battery towards Tuenchew was severely repulsed.

News from S. Petersburg says that the Tsar has refused to accept Admiral Alexieff's resignation for the present, pointing out that at such a grave moment it is the duty of every Russian to forget private differences. The resignation has consequently been withdrawn, but it is believed to be only a temporary arrangement pending the arrival of Admiral Skrydloff.

The *China Times* learns that a new transport company is to be started from Chefoo to the Yellow River. Two steamers have already been purchased. There are also launches to run up to Hsinanfu with lighters. Cargo will be lightered from the mouth of the Yellow River. The business of the company is favoured by the Chinese Government, and the capital invested in the enterprise is 500,000 taels.

The Viceroy of Szechuen has strongly advised the Waiwupu not to grant a concession to any foreign corporation for the construction of the proposed railway from Szechuen to Hankow. The Viceroy recommends that the line, which would prove of great importance, should be built with Chinese capital, and suggests that the Government should provide some part of the money. The cost of the line has been estimated as 20,000,000 taels.

Both in Japan and in Russia the loan question is attracting attention. It is reported in Paris that negotiations are proceeding for a large Russian loan of, possibly, £32,000,000. At a meeting of the Progressive party in Tokyo, significant speeches were made. Count Okuma warned the nation to be prepared for European intervention and also that on account of the great increase of national expenditure, it would be necessary to float a post-bellum loan of £50,000,000.

"Russian destroyers, after leaving Gensan on the 25th instant, encountered the Japanese transport *Kinshu Maru*, 4,000 tons, at sea on the 26th. Seventeen officers, twenty soldiers, 85 carriers and 65 of the crew surrendered, and were taken on board a Russian cruiser, the remainder of the troops numbering 200 refusing to surrender were sent to the bottom with the ship". This is the Russian account. The Japanese state that only 73 perished in the *Kinshu Maru*.



## DISPOSITION OF THE CHINESE INDEMNITY.

(Daily Press 29th April.)

Only the other day, and then in a way incidentally, we alluded to the Protocol of 1901 and the manner in which one of its chief stipulations—that providing for the proper administration of the Harbour Dues—had been silently permitted to fall into oblivion through the benumbing action of that most deadly of soporifics, "International Concord." It is only right to add that there is one point on which there has been no paralysis, and in regard to which the "Concord" has shown itself indeed very much alive. We, of course, allude to the penalties demanded from China in part payment for the damages to life and property caused through the crazy escapade of the Empress Tsz'hi, who had usurped, without the requisite strength to control her ticklish steed, the reins of government. Wise in its generation, the Concord had assessed the damages at £67,500,000 sterling, but had so manoeuvred the incidence that, while the crime to be punished had been committed by Peking acting under the inspiration of the Dowager Empress and her satellites, the indemnity to be exacted was carefully saddled on the provinces, who had taken no part whatever in the *émute*, and even beyond this had taken active steps to preserve the peace of the Empire. Stranger still was the allocation of the penalties, which for the most part were to be applied in an exactly reversed proportion to the losses undergone by the several members of the Accord. A table of percentages will be interesting, as while the other parts of the Protocol were given wide publicity, this, which in the clue it gave to what was really the ruling feature of the Concord, has been steadily suppressed, even by those whose apparent interest it was to have the miscarriage of justice publicly exposed. The following were the percentage rates which each of the Powers forming the Concord were to receive:—

Russia ... ..	28.97
Germany ... ..	20.02
France ... ..	15.75
Great Britain ... ..	11.03
Japan ... ..	7.73
United States ... ..	7.32
Italy ... ..	5.91
Belgium ... ..	1.89
The Rest ... ..	1.38

Actually the amount of Russia's claim was in sterling £20,003,116 12s. 11d. Germany's of nearly fourteen million making a bad second. As this was a matter of *entente* it was held on the part of the other Powers to be "bad form" to ask any questions. The use made of these pretended indemnities has become matter of history. While the greater number of the Powers proceeded to divide the amounts amongst those who had been the actual sufferers, these two proceeded to use the indemnities in still further weakening China. Russia on the security of the capitalised amount at once raised a loan of some fifteen millions sterling, which she applied to warlike preparations in Manchuria, under the false pretence of safeguarding her new railway; while Germany, whose credit in financial quarters was better, did not have formally to pledge the amount, but nevertheless made use of the windfall in still further pushing her interests in Shantung. Regarding Russia's action in the settlement a writer in reviewing a couple of months after its close the events of the year 1901 made the following remarks. Russia had been using her influence in the Accord to screen the worst of the conspirators in the Palace Intrigue:

Russia's action took, however, a much more offensive tone; she practically forbade others to demand the punishment of "TUAN. The extraordinary thing about all these pretensions of Russia is not so much their extraordinary and unprecedented nature, as that the Powers concerned permitted this language to be made use of to them. Had Russia been warned off the premises when these rudenesses commenced, and the insolent demands of her representatives been treated with the contempt they deserved, we should have heard nothing more of these pretences." Unfortunately Britain, in her weak but honest desire to have in the supposed interests of peace some settlement arrived at, took of all others the course most especially fitted to hasten the inevitable war by conniving at these glaring and inconsistent exactions. The subsequent course of events has proved, what at the time was shrewdly suspected, and what ought to have been perfectly well known to the British Government, that Russia, so far from being entitled to the countenance of the other Powers, had actually been herself the first and main instigator of the Palace Plot, and had actually gone so far as to promise to LI HUNG-CHANG and his mistress immunity in case of their expelling the British Minister from Peking. Li was too cautious in his methods, and was quietly shelved by the more truculent actors in the Plot, which eventually fell into the hands of bunglers like YUNG-LU and TUNG FU-SHIANG who made the mistake of rousing a general anti-foreign campaign in which Russia was included, and against which Russia was ostensibly bound to act, while secretly screening the chief conspirators from the punishment due to their deserts. It was for this service, and not for any pretended wrong suffered by herself, that Russia demanded her twenty million pounds; and the attempt to blink this fact, disgraceful as it was to British honour and British prudence, has more than anything else contributed to the loss of British prestige in the Far East; which in turn, by paralysing her best meant efforts, now unfortunately too late, to bring about more wholesome conditions, has rendered necessary the present war. In it, it is hardly necessary to add the honours are not Britain's, and we hope the lesson of our previous diplomatic bungle will not result in our again tying our hands in the entangling meshes of another pretended "Concord." Unfortunately, judging from recent utterances both on the Continent and at home, the warning is more than ever necessary.

## THE KOWLOON-CANTON RAILWAY.

(Daily Press, 2nd May.)

The Hongkong General Chamber of Commerce has, it is satisfactory to note, declared, in no uncertain manner, its intention of urging on the prosecution of the desired railway communication between this Colony and Canton. The Committee had not, as yet, taken up the question, probably for two reasons: they had no mandate from the members, and, being a cosmopolitan body, it was perhaps considered by them that so purely a British question should hardly be dealt with unless the members generally were in favour of it. The Chairman introduced the subject at the tail of his speech as the most important of all, though not in the list of those dealt with in the Report, and he proceeded to speak in strong terms of the vital necessity existing for immediate action in the matter,

Mr. HEWITT did not hesitate to advocate a subsidy by the Government for the section of the railway running through British Territory. It would, he admitted, be a departure from British Imperial policy, and he quoted Earl Percy in proof of this, but he considered this was a case that should properly form an exception to the rule, both on account of the difficult nature of the country through which the line would have to pass and also because the delay in the construction of the line is endangering the welfare of the Colony. In these conclusions all those who have the interest of the Colony at heart—whether British or non-British—must agree, and it was in that conviction that the members present so warmly applauded the observations made by the Chairman and other speakers present.

The quotation from Messrs. ILBERT & Co.'s circular made by Mr. E. S. WHEELER was also, very strikingly to the point. Referring to the Shantung Railway, it said:—"A feature which is becoming rapidly noticeable in the Northern trade is the transference of business from Chefoo to Kiaochau; the facilities for loading and unloading cargo there and the rapid transit by rail to the interior are creating an exodus from Chefoo and the establishment of the same hongs in Kiaochau. It is said, that important markets in the interior can now be reached in one day whereas formerly the same class of cargo did not reach its destination under three weeks." This statement of fact is impressive and to the point. It shows the absolute necessity for the establishment of the most rapid means of communication between Hongkong and the interior of Kwangtung, and especially with its greatest centre, Canton. It is idle to say that there is no prospect of any alternative line being built or port founded, but there is really no certainty on the subject; and it is the peremptory duty of the British Government to see that the position of Hongkong as the commercial gate of South China is not endangered from any quarter. That position has been slowly and laboriously built up during the past sixty years by its merchants and traders, until Hongkong has become the third port in the Empire in volume of trade, and it should be the constant care of the Government to conserve and foster that trade. What the German Government have done in Shantung could easily be done by the British Government in Kwangtung, but they are not expected to make a railway 252 miles long; they are simply asked either to construct a railway twenty miles in length through British territory, or to guarantee interest on such a line.

Personally we should prefer to see the Hongkong Government empowered to make the line to the frontier of the New Territory, the Colony and the Imperial Government sharing the cost between them, and leasing it to the Company responsible for the construction of the railway from Canton to the British frontier. The reason for this is simple. We want to see a final period put to the sickening procrastination shown by the concessionaries. It is now five years and four months, if not more, since they secured the concession, time enough—as has been recently demonstrated—to construct a railway of two hundred and fifty miles and place it in running order; and not one sod has been turned of this which may truly be termed one of the most promising railway routes in the whole of the Celestial Empire. If negotiations are to be opened with the British and Chinese Corporation for the granting of a subsidy or other arrangement of the kind, more time will elapse before



operations can be commenced, and the threatened danger may become a fact before anything definite has been decided upon. If, on the other hand, the Hongkong Government will take the initiative and grasp this nettle boldly, a commencement could be made at once with the line, and this action would stimulate the concessionaries of the line from Canton to take advantage of their concession and not run the risk of having it cancelled in favour of some more enterprising capitalists. Whatever is to be done should be done quickly, however, for the matter will admit of no further delay. To impress this fact on the Colonial Office, would it not be well to call a public meeting of the colonists and ask the ACTING GOVERNOR to preside? It is well known that Mr. MAY shares the views so forcibly expressed by Sir HENRY BLAKE on the eve of his departure, and in a matter of such transcendent importance to the Colony, we think that the Government and the community should join hands to attain the desired end. The Chinese Community will also, we are sure, co-operate to bring about a really imposing demonstration in favour of the railway, and one that would assure the Imperial Government of the urgency with which it is regarded.

### THE CHAMBER OF COMMERCE AND THE CURRENCY QUESTION.

(Daily Press, 27th April.)

Since Mr. CHAMBERLAIN in August last wrote to the Hongkong Government his despatch with reference to the resolution on the currency question passed by the members of the local Chamber of Commerce at a special general meeting on the previous 18th February, public discussion on the subject has practically ceased. It has been felt that it is useless to go on talking when the home authorities have declared their belief in the inexpediency of further discussion at the present stage on the possibility of a gold standard in Hongkong and have pronounced that it is "out of the question" to consider Hongkong apart from China in the matter. There has appeared no way of getting round the position taken up by Downing Street. But we are glad to see, nevertheless, that the Hongkong Chamber of Commerce has not dropped the question. In the report to be presented at the annual meeting this afternoon, it will be seen, the subject is dealt with. The report remarks that it is no doubt too early to expect that any material result has been attained, up to the time of writing, in the direction of furthering the cause of currency reform with the Chinese Government. But joint efforts of the Hongkong, Shanghai, and Tientsin Chambers cannot be entirely in vain. As is shown by the report, and still more fully in Appendix H to the report, it was the Tientsin Chamber which made the first advance, writing to Hongkong on the 25th of last May, stating that it was considering the drafting of a memorial to the Diplomatic Body at Peking on the subject of instability of exchange and its disastrous effects on China's trade. The Tientsin Committee had good reason for believing that the Chinese Government was taking action, and therefore suggested that the two southern Chambers should join the Tientsin Chamber in a memorial. The Hongkong Committee, however, seeing the difficulty of the proposed memorial, which would probably necessitate the Committees discussing the terms very fully, advised as a first step the establishment by China of a uniform national currency, as was provided for by Article XI. of the 1902 (MACKAY) commercial treaty. The next

step was taken by the Shanghai Chamber's Committee, which sent to Hongkong on the 25th June, a proposed draft memorial, the scope of which the Hongkong Committee was glad to find had been confined to emphasising the need of a national coinage for China. Tientsin, on the 15th July, wrote expressing agreement with the Hongkong and Shanghai views, with one slight amendment providing for the closing of the provincial mints. Hongkong, however, urged the substitution of "absorption" for "closing" and carried the point. The memorial accordingly was altered and on the 6th August was forwarded to H. E. Mr. E. H. CONGER, *doyen* of the Diplomatic Body at Peking. This document ran as follows:—

"We, the undersigned Chambers of Commerce of Shanghai, Hongkong, and Tientsin, respectfully beg to bring to your notice the serious disabilities under which this Country labours by reason of the violent fluctuations in the gold value of silver, and the pressing need thereby occasioned for the prompt introduction of remedial measures.

"In approaching this subject we are fully aware of the difficulties with which it is surrounded, but while in no way seeking to minimise these difficulties we venture to think that if the Treaty Powers shew their desire to render to China their sympathetic assistance, she may be encouraged to take the initiative in endeavouring to extricate the country from the financial confusion into which it has drifted and to avert the ruin which further inaction seems to threaten.

"Under Clause II. of the Treaty recently concluded with Great Britain, China agrees to take the necessary steps to provide for a uniform National coinage, and it is in the fulfilment of this clause of the treaty (which to be effective must include the absorption of the provincial mints) that we recognise the preliminary step to the much needed reforms.

"It is hardly necessary to point out how essential it is to the Powers carrying on trade with China—and no less to China herself—that this question of a uniform coinage, as a preliminary step to the establishment of a currency on a gold basis, be taken in hand at once, nor, on the other hand, to demonstrate the dangers attendant on delay. It is only too well known by traders that the constant fluctuation of silver, converting as it may, a profitable contract into an ultimate loss, engenders a feeling of insecurity in all commercial transactions which cannot fail to hinder the expansion of trade.

"Moved by these considerations and feeling confident that whatever measures may subsequently be found to be desirable or feasible, the first step is the establishment of a national coinage, as provided for by treaty, we respectfully beg that the representatives of the treaty powers in Peking lose no opportunity of urging upon the Chinese Government the imperative necessity of taking this matter in hand without delay."

A short letter of acknowledgement was received from Peking, the Diplomatic Body expressing itself as "highly interested" and "greatly appreciating the efforts and zeal" of the three Chambers. And there, as far as we know, the matter rests. But it is impossible that the memorial can fail to hasten in some degree that promised reform of China's currency to which we in Hongkong are forced by those who govern us to look for our own future relief from the difficulties of an ever-fluctuating exchange.

### A LIBEL ON HONGKONG.

(Daily Press, 25th April.)

It another column to-day we republish from the London *Daily News* a sensational article entitled "A Plague Volcano," written by Surgeon-General G. J. H. EVATT, who in the years 1896-1898 was Principal Medical Officer to the British troops in Hongkong and China. We do not quote this article because we wish to endorse the statements made therein, for we can but consider many of them most mischievous and harmful—of such a nature, in fact, that they should never have been published in a journal likely to have influence in a wide circle of people. It is true that the *Daily News* is now a notoriously violent and indiscriminating partisan of a certain class of "Liberal" ideas, and that among its heroes is Sir WILLIAM HARCOURT, the author of the comparison of the proposed Chinese immigration to South Africa with the Middle Passage of slavery days. We should not expect, therefore, to find a judicious statement of facts on any debatable question in the columns of the *Daily News*. But for such a mass of exaggerations, such an outburst of "yellow" journalism, we were not prepared. Now we do not deny—it would be foolish to do so—that Hongkong is an overcrowded and insanitary city, that in the summer months its climate is enervating, and that plague has had for some years a strong hold upon it, though this year there have been up to the present only a few sporadic cases, several of them demonstrably imported. But this is different from saying, as Dr. EVATT does, that "human imagination fails to conceive the overcrowding and the filth of the conditions under which the Chinese workers dwell"; that there is nothing "to compare for downright degradation of life equal to that to which the splendid Chinese workman is exposed" in Hongkong; that for eight months in the year "a most exhausting damp heat prevails"; that this Colony is "a plague volcano, ever belching forth the flames and the fumes" of plague; or, in short, that Hongkong is a "Hell." Such statements are simply untrue. We have certainly never posed as defenders of local sanitary arrangements; in fact, we have always been foremost in condemning the many faults, and have borne a part in the agitation which finally led to the Public Health and Building Ordinance now in operation. We cannot be accused therefore of attempting to whitewash the authorities of this Colony or to minimise the sins of those who allowed the city of Victoria to grow up as it has grown, in defiance of the laws of health. We must, however, most emphatically protest against the dissemination of what, if written by anyone but an honourable man, could only be called deliberate misstatements. We have only mentioned above a few of the absurd exaggerations in Dr. EVATT's indictment. We might go through the article and point out many others equally gross, were it worth while. But it is not. The article bears on it plainly the stamp of scaremongery. Its headlines alone would be enough to show that. Designed as an argument against the importation of Chinese labour to South Africa, it is doubtless effective. But is it an honest argument? We may be prepared to agree that it is a mistake to take Chinese labour to South Africa; but this would not justify us in painting an absolutely unreal picture of Hongkong, "the depot of plague supply." Dr. EVATT appears to us to have lent himself to an unworthy attempt to prejudice a case. Therefore, although no one is more earnest than we are in the cause of sanitary



reform in Hongkong, which now we believe is being seriously if tardily undertaken, and though we have opposed the importation of Chinese coolies in South Africa if any other expedient can be found, we nevertheless must repudiate Dr. EVATT's harmful and unjust libel on this Colony, which in health statistics ranks high in the East. The Surgeon-General may have been writing of Hongkong as it appeared to him in 1898. Even if that be so, he damages his case by sensational exaggeration; and he has no right to apply his remarks to Hongkong of the present day. We trust that the readers of the *Daily News* will not form their opinions of this Colony from what Dr. EVATT says.

## BRITISH POLICY AT WEIHAIWEI.

(Daily Press 28th April.)

In the correspondence columns of the London *Times* at the end of March, Admiral C. C. PENROSE FITZGERALD brings up again or rather joins in the resuscitated discussion of British policy at Weihaiwei. The *Times* special war correspondent on the *Haimun*, telegraphing by the new wireless apparatus from Chinnampo on the 21st ultimo, denounced this policy as "casual in the extreme," a criticism which inspired Admiral FITZGERALD to write. The Admiral has particular reasons for so doing, seeing that his opinions, with those of his chief, Admiral Sir EDWARD SEYMOUR, have been quoted in the House of Lords. As he points out, Admiral SEYMOUR, serving at present on full pay, is not permitted to publish his opinions; but he himself is not under such restrictions. Admiral FITZGERALD states that his views are still unaltered from what they were three years ago, when the Government asked for them; he cannot answer for Sir EDWARD, but at any rate in 1901 both were adverse to holding Weihaiwei in an absolutely unfortified condition. They thought, continues Admiral FITZGERALD, that the decision to keep the British flag flying on the island, even if we only called it a sanatorium and a watering-place, but with a certain amount of coal, other stores, hospital, playgrounds, &c., within ninety miles of Port Arthur, but without a single gun mounted to protect the place even against a cruiser raid, was to create a strategically false position, as the admiral in command of the station would either have to haul down the flag, destroy the stores, embark the sick, and "cut and run" on the first threat of war, or else he would have to tie his squadron to the place to protect it. Admiral FITZGERALD is glad to be able to quote Admiral FREMANTLE, who was for three years in command on this station, who also endorses the *Times* correspondent's opinion. He then proceeds to demolish the statement of Sir JAMES HOPE, produced by Sir SPENCER WALPOLE in defence of the Government, that both Chefoo and Weihaiwei are worthless. He says that, while Chefoo is out of the question as being a treaty port, the conditions at Weihaiwei since Sir JAMES HOPE visited it forty-four years ago have so changed as to render his opinion at that time irrelevant to the present. The harbour has been deepened, and the water question has been solved. Admiral FITZGERALD agrees with the *Times* representative that in Weihaiwei we possess the finest harbour in the Yellow Sea, for that is so not only actually, but still more so potentially; if you want to make an extra berth for a battleship at Weihaiwei you have to dredge out about 3ft. of mud over a given area, and if you want to increase the accommodation of Port Arthur to the same extent you

must dig out 30ft. of the same material, or anything else there may be underneath it, as the available area is mostly dry at low water. In fact "any comparison between Weihaiwei and Port Arthur is as the Guildhall to a rat-trap." The letter concludes, "My idea of the proper policy to be pursued with regard to Weihaiwei may be summed up in three words—Fortify or quit."

Now it is certainly remarkable that these three, Admirals SEYMOUR (three years ago, at least), FITZGERALD, and FREMANTLE, who have all been first or second in command of the British Fleet in China waters, have all expressed themselves strongly against the policy of the non-fortification of Weihaiwei, and that this policy nevertheless has been decided on by Great Britain. But, in justice to those who directed the policy in question, we must allow that in Admiral Sir CYPRIAN BRIDGE, who only last month retired from the China command, they have a very strong advocate. In the same number of the *Times* in which Admiral FITZGERALD's communication appears, there is a very able letter signed simply "J. R. T.," in which great importance is attached to the opinion of Admiral BRIDGE, whom the *Times* has described as "entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history and the principles of naval strategy." These remarks of the *Times*, it may be remembered, occurred in an article on a paper read by Admiral BRIDGE before the United Service Institution at Hongkong in February, 1903, on "The Supply and Communications of a Fleet," which vigorously supported his own advice to the Government against the organisation of Weihaiwei as a secondary base for the supply of stores, ammunition, and coal to British warships in North Chinese waters. "J. R. T." then develops the argument—not new, but still potent—that Weihaiwei's proper defence is a predominant fleet, without which no fortifications would enable it to hold out. He says:—"Port Arthur and Vladivostock have been fortified at great cost and heavily garrisoned. Suppose, instead of spending the money on brick-laying, Russia had devoted it to such an increase of her naval power in Far Eastern waters as would have given her undisputed command of the area of maritime conflict with Japan. Is it not certain that in such a case no Japanese sailor or soldier would ever even have set eyes on Port Arthur or Vladivostock, still less have been in a position to attack and possibly to capture them?" The argument, though clever, strikes us as a little specious. No one would wish to see the Fleet here anything but sufficiently powerful to inspire respect. But it cannot be guaranteed against all accidents, and an unfortified Weihaiwei might, in some conceivable circumstances, be exposed to risks which would not threaten a place fortified sufficiently to stand a blockade. However, we have no wish to intrude on a controversy between experts. It merely seems to us strange that some of them, most able men with Far Eastern experience, should be so very strongly opposed to the Government view.

The latest Bangkok papers announce the death of the mother of the Queen, H.H. Chow Khoon Chom Manda.—At the first day of the April Race Meeting Mr. W. A. G. Tilleke's stable secured four "firsts," including the Revenue Farmer's Purse of 400 ticals.

## FRANCE AND SIAM.

(Daily Press, 26th April.)

The much-vexed question of Franco-Siamese relations seems at last really close to settlement. As our readers know, a new treaty has been concluded and only waits to have its terms put into operation. The abortive agreement of 1902 which, favourable though it was to France, did not satisfy the French Colonial party, has been superseded by another giving France further privileges, and the outcry of the grasping Colonials, if not entirely silenced, seems at least deprived of force. M. ETIENNE, the well-known writer on France's foreign affairs had in a number of the *Dépêche Coloniale* early in March an article in which he pointed out the advantages of the new treaty. A great argument of the objectors was that France agreed to evacuate Chantaboon—in accordance with the treaty of 1893! In that year, when France and Siam signed a convention, it was stated at the end of the document that France would continue to occupy Chantaboon until the execution of the stipulations of the convention, "and particularly until the complete and pacific evacuation of the Siamese posts established both on the left bank of the Mekong and on the islands in the river, as well as those in the provinces of Battambang and Siem-Reap and within fifteen miles of the right bank of the Mekong." Now Siam claimed very soon after the signature of the treaty that she had fulfilled the conditions, but France has persisted in the occupation of Chantaboon in spite of all protests. In 1902 she promised to give back to Siam this guarantee of good behaviour as she considered it, but of course the 1902 agreement fell through, and Chantaboon still remains French. The Colonial party have made vigorous denunciations of the idea of surrender, stating that France, has spent about 12,000,000 francs in public works there, all of which will have been wasted if the place is restored to Siam. They have also alleged that Chantaboon is important to the defence of Indo-China in view of the war proceeding between Japan and Russia. Apparently they think that Siam will be emboldened by Japan's success to attack Indo-China—truly ridiculous though the idea may seem to us. However, M. ETIENNE pays little attention to such a suggestion, and says that Krat, the port on the coast further south, which by the new treaty is to be given to France, is worth at least as much as, if not more than Chantaboon, which is not a protection to Cambodia or to Indo-China generally. In his opinion the great disadvantage of the old treaty was that it left quite vaguely defined the frontier between the Great Lake and the sea. Krat now, however, becomes French, and while the 25-kilometre neutral zone of the treaty of 1893, sacrificed by the treaty of 1902, is still formally abandoned, the new treaty offers compensations which have their importance. Siam, it is true, has access now to the Mekong, but France receives concessions in the chief trading centres of the right bank. Railways may be constructed along the river wherever navigation is impossible. Likewise the grave question of French *protégés*, a fruitful source of irritation between France and Siam, is now settled. A very important concession made by Siam is that concerning the policing of the provinces of Angkor, Battambang, and Sisophon. The police service will be Cambodian, under French officers, which would seem to be tantamount to the recognition of local self-government under French control. If France, therefore, pushes through rapidly the railway system asked



for by M. BEAU, Governor-General of Indo-China, and improves the river routes, these provinces will become commercially dependent on the French possessions in the neighbourhood. In fact (though M. ETIENNE does not make a point of this) the process of absorption of the three provinces into the Indo-Chinese Colony of France is likely to start as a result of the new treaty. All that Siam can hope to get from it, on the other hand, is the long-promised restoration of Chantaboon and a cessation of the open hostility of the French in Indo-China.

As is well known, the new Anglo-French agreement did not fail to take into consideration the views of the two great European neighbours of Siam. We have heard no details of the understanding on this point, but according to the outline furnished by REUTER in his telegram of the 11th instant, the two parties, "disclaiming all ideas of annexation of territory and being resolved to abstain from anything opposed to existing treaties, agree that their action shall be exercised freely in the spheres of influence east and west of the Menam basin respectively." It may be remarked that such language looks rather ominous for Siam. The "free exercise of action in spheres of influences"—the spheres defined by the Anglo-French declaration of January, 1896—will not leave Siam much say in the matter of administration of territory outside the Menam basin itself. But unfortunately Siam is so weak, and her best friends see so little hope of her regeneration, that her dependence, more and more, on her neighbours seems inevitable.

## HONGKONG JOTTINGS.

(Daily Press 25th April.)

Unless he be a Chinaman, I suppose there is no one living in Hongkong to-day who can claim to have been a resident in this "isle of fragrant waters" ever since it became a possession of the British Crown sixty-three years ago. I think I am correct in saying that the oldest resident, both as regards age and length of residence, was Mr. Dorabjee Nowrojee, who has left the Colony during the past week for Bombay. He was over eighty years of age, and had resided in Hongkong for fifty-two years. He started one of the first bakeries in the Colony, and has for many years held the contract for supplying the needs of the British fleet in these waters in that connection. But old residents will remember him chiefly by his connection with the Hotel business, and also as the founder of the Kowloon ferry service. At one time Mr. Nowrojee was the lessee of the Hongkong Hotel, and later of the Peak Hotel. He started the old Victoria Hotel at the corner of Pottinger Street, and when that building was pulled down, he opened the New Victoria Hotel. Later, on completion of Queen's Buildings, he acquired a lease of part of the block and opened the King Edward Hotel. Even this does not exhaust the list, for the Kowloon Hotel property also belongs to him. Until about a year ago, Mr. Nowrojee was keeping in fairly good health, but latterly he had been confined to his bed by the infirmities of old age. His departure from the Colony the past week was marked by many evidences of the respect and esteem generally entertained for him among the Parsee community, and the best wishes of a very large circle of friends of all nationalities go with him on his return to the land of his birth.

The great interest taken in the subject of public band performances in Hongkong may be judged by the anxiety of residents to express their views in the columns of the *Daily Press*. I have no desire, however, to join in the fierce contest between "Semibreve," "Gold Lace," and others, for fear I should receive some of the acrimonious letters which the Editor has decided not to give to the public. It is fairly evident that the civilian portion of our population does enjoy the military bands and "wants more." There is to be a performance by the Foresters on the Parade Ground to-day; but undoubtedly the Gardens are a more popular venue. It is

said that the authorities had good reason for discontinuing performances there in the past. Must we suffer for the sins of our predecessors? Last Tuesday's entertainment by the *Hansa's* excellent band was marred by nothing unseemly.

It was rather unfortunate that the Gymkhana Club's first meeting should not have been favoured with propitious weather on Saturday. There was good sport, the fields were fairly large, and dividends at the Pari-mutuel pretty satisfactory. The only thing lacking was clear, bright weather. There is no doubt the dull, lowering aspect of the sky kept many people away; indeed in the early part of the afternoon the rumour got abroad that the gymkhana had been postponed, and this must have affected the attendance. I trust the Club will have better luck next time.

I saw a paragraph on Saturday with regard to forthcoming publications by Hongkong authors. As it was not quite correct, I may state the real facts. There is a book of poetry (or verse—for I shall not try to forestall the verdict of posterity) by a Hongkong official, which should by this time have been issued by an Oxford publisher. There is also a prose translation of Cantonese love-songs by another junior official in the Government here. This has been advertised already, so that it is no breach of confidence to reveal that the author is Mr. Cecil Clementi, Assistant Registrar-General. The publisher of the latter is the Clarendon Press of Oxford.

The difficulties under which the Fire Brigade have to carry out their work owing to the want of water from the mains are made worse by a habit the Chinese have of opening all the taps in the neighbourhood whenever the water is turned into the mains, thereby reducing the pressure to a minimum so far as the hoses are concerned, and making the spread of the fire easy. This was very apparent at the fire in Bonham Strand West yesterday morning. It was about fifteen minutes before water could be got from the mains, and when it did come, instead of being at full pressure it was woefully weak. I suppose the taps in every Chinese house within the radius of a mile were running full force, filling every available vessel.

The new ordinance to provide for and regulate the employment of pilots will be a really very good thing for mariners visiting this port. The many vessels employed on coastwise trade do not require pilots, nor do a large number of less frequent visitors, but, on the other hand, master mariners coming to Hongkong for the first time like to have assistance in finding berths for their ships. The P. & O. and some companies employ their own pilots, but the majority of craft requiring outside guidance bargain with Chinese boatmen in the offing. Last week, for instance, the skipper of a steamer from Japan—he had never been to Hongkong before—was asked £8 by a Chinaman to bring his ship in. The Captain replied that he would stay outside altogether rather than pay such an exorbitant sum, and the Chinese boatman brought his price down to £5, which was agreed. On landing, the Captain was very disgusted to find that the usual price was twenty-five or thirty dollars Mex.

(Daily Press, 2nd May.)

The past week has seen a measure go through the third and final reading in the Legislative Council which should be of the greatest benefit to this Colony. I refer, of course, to the Peak Reservation Ordinance, which is now law unless some fatal influence at Downing Street undoes the work of our local legislators. That this may not be the case is earnestly to be hoped. The ordinance has been through its due three readings and has been received in a sensible way by the representatives of the Chinese community. These gentlemen have recognised that it is to the general public welfare that Europeans should have a small area in which they can live more or less in accordance with their own home conditions. They have therefore raised no foolish race-cry with which to embitter the discussion. This aspect of the question has happily never arisen. The pro-

moters of the Bill have based their arguments on the matter of health, having overwhelming testimony from medical officers in all parts of the East in their favour. The leading Chinese have acknowledged this, and the result has been an amicable settlement. May the home authorities not undo the good work!

Colonel L. F. Brown, of the Royal Engineers, who was in command of the Garrison here before the coming of General Hutton, gave public expression recently to his high opinion of the value of the New Territory and particularly of the slopes of Taimoshan as a manœuvring field for troops. There is no doubt that the uplands of the New Territory form an ideal place for such a purpose. Most of the numerous high hills over there indeed would make excellent health-resorts for Hongkong residents. At the present time the only drawback is the difficulty of conveyance. But for this, I believe there would have been a sanatorium or hydropathic established in the district some time ago. If once the railway or tramway is constructed through the New Territory such an institution should be among the first attendant developments.

In certain circles in Hongkong just now it is a subject of discussion whether the new Cricket Club pavilion being erected at the City Hall end of the ground is going to interfere with the public right of way across the pitch. As is well known, the Government requires the entrance gates at all four corners to be kept open during the daytime. As the new pavilion is being built right athwart one of the present gates there is a danger according to some observers that it may interfere with the public privileges in the matter of the use of the ground. If entrance is to be made through the building itself directly from Queen's Road there should certainly be an extra gate provided clear of the club-house for the use of the public who may desire to walk across the field or to witness the matches on it.

Hongkong for a small place (as far as its European community is concerned) is not destitute of literary talent. I mentioned last week that a book of translations from Cantonese love-songs by Mr. C. Clementi was announced, and that another Government official was about to bring out his poems. The latter author is Mr. R. F. Johnston, as a local paper stated; but *The Last Days of Theodoric* was not, I believe, written in office hours, as suggested by that journal, but before Mr. Johnston reached Hongkong. Another Hongkong poet seems to have arisen, to judge by a short poem in the *Daily Press* of Saturday. Really the last line of Mr. Anderson's "Red Sea" is worthy of Kipling; but perhaps the author will not thank me for the inevitable comparison. But he challenges it by the dialect which he adopts.

I have alluded before to the noticeable lack of games among Chinese boys. Pedal shuttlecock appears to be the leading favourite. There is another, however, that one may see practised in quiet by-streets. It is a sort of trial of strength. Two boys grasp the ends of a bamboo pole, and standing erect and using one leg as stay each tries to dislodge the other from his standing place by pushing the pole straight from the shoulder. There seems to be a knack in it, for sometimes a little fellow will force back an opponent considerably heavier than himself. Chinese boys, by the way, have taken very kindly to some of the European games, particularly football, in which, pastime small armies of tatterdemalions may be seen engaged any day at the Happy Valley.

I often wonder whether there is much good in the practice that obtains at the Naval Yard, the Docks, the Kowloon Godowns, and other big works, of searching the employees as they pass out of the gates. The Indian watchmen perform the searching operations in what appears to be a somewhat perfunctory fashion. Certainly the Chinese do not submit to the ordeal with a very good grace. It must be a humiliating thing for a respectable mechanic or tradesman to have to submit to be searched, and as for the coolie class, there could not be a better incentive for them to become thieves and adopt every wile to hoodwink the searchers.



At the Robinson Road-Chater Road corner, Kowloon, there is a building site now used as a vegetable-garden. I am told that during wet weather—and the south-west monsoon is near at hand—the place is unendurable. What with odours from sodden leaves, and warm vapours from loose earth, to say nothing about the mosquito-breeding facilities, neighbours, it is said, have a distinct grievance. At any rate, the Sanitary Board should investigate the matter. As the weather of late has not been very wet I cannot judge myself, although I visited the garden. In dry weather, certainly, there is not much amiss. One cannot advocate Chinese vegetable gardens in town.

BANYAN.

## THE WAR.

[FROM OUR CORRESPONDENTS.]

LONDON, 28th April.

A Japanese detachment has crossed the Yalu by a pontoon from a point to the South of Wiju.

LONDON, 28th April.

Admiral Skrydloff has started on his journey eastwards.

TELEGRAMS TO SHANGHAI.

We take the following telegrams from the N.-C. Daily News:—

"Tokyo, 17th April.—The Customs official at Syongchin reports that Russian troops have arrived there, but their number is unknown. Russians are appearing at Kyongsyong, destroying the telegraphs. The situation is disquieting. The Japanese Consulate and residents at Syongchin have retreated to Gensan." [Syongchin and Kyongsyong are both in the far north of Corea, in the province of North Hamkyong.]

"Tokyo, 18th April.—It is reported from Gensan that 33 Russian cavalry reached Syongchin on the morning of the 16th instant, and immediately occupied the telegraph office. This is considered here as only a diversion on the Yalu operations. The departure of the Japanese Consulate and 58 residents from Syongchin was made at the eleventh hour, but most composedly. Two Canadian missionaries and a Japanese pastor are remaining at Syongchin."

"Tokyo, 17th April.—Yesterday the Japanese Government despatched a steamer to Sakhalin to bring back the Japanese who have been wintering there."

"Tokyo, 19th April.—Japan's military preparations are steadily proceeding and the Japanese military spirit in North Corea is running high. The abatis, the wire entanglements, and the mines laid by the Russians on the right bank of the Yalu are regarded by the Japanese as child's play."

"Tokyo, 18th April.—It is stated on good authority that the military situation has been advanced by four months, thanks to the command of the sea having been obtained more early than was expected, and to the smart movement of the Japanese troops. This has undoubtedly caused a considerable disturbance of the Russian plans."

"Tokyo, 18th April.—In reference to the latest engagements at Port Arthur, it is understood that the laying of the mechanical mines on the 12th and 13th inst. was a resumption of the rather unsatisfactory attempt on the 10th of March. The Russians apparently ignored them, and thus incurred the disasters that befel them. It was a wonderful piece of work. The steamer *Koryo Maru*, commanded by mining experts and supported by destroyers, satisfactorily submerged the mines amidst excessively great dangers compared with those incurred in the blocking business."

"Tokyo, 20th April.—It is gathered from despatches received from Saseho that the enemy's searchlights at Port Arthur, hitherto four in number, have been increased to six, but the rain and wind on the 12th and 13th instant suited the Japanese destroyers and torpedo-boats, which approached the harbour more closely than ever. The Russian destroyer *Bestrakni* received Japanese shells in her engine-room and sank in a few minutes. The *Petropavlovsk* also sank from striking a mine, smoke and

steam rising up from her for several minutes. Thereupon the crews of the Japanese destroyers all stood up and clapped their hands loudly."

"Tokyo, 20th April.—Upon hearing of the death of Admiral Makaroff, the Japanese men-of-war held a memorial service. It is reported in the despatches from Saseho that the martial spirit of the squadron is running higher. Officers and men, including the Admiral, are dressed for action even in the open sea, and never get regular sleep; yet their health is unaffected."

"Tokyo, 20th April.—It is reported from Gensan that 35 more Cossacks arrived at Syongchin yesterday afternoon, and immediately burnt the Japanese houses there."

"Tokyo, 21st April.—It is reported that 33 Russians who arrived at Syongchin on the 16th instant have reached Fookchuyong, midway between Syongching and Gensan."

"Tokyo, 21st April.—It is reported that the sudden sinking of the *Petropavlovsk* was due to her striking the mine forward of her powder magazine."

"Tokyo, 21st April.—The Japanese people are perfectly free from excitement. The prevailing idea abroad that the utterances of the Japanese Press already suggest a relapse into the chronic disease of pig-headed hatred of Western nations is entirely unfounded. The enlightened sections of the population urge that a victorious end of the war does not imply any change in Japan's moderate and reasonable demands with regard to religious tolerance. It is urged also that the existing system is as liberal as possible, and the Government is taking pains to uphold this principle."

"Tokyo, 21st April.—In the latest engagement, the temperature at the time of the departure of the destroyers and torpedo-boats for Port Arthur was 20 degrees below zero. The crews were able to stand the cold themselves, but the compasses congealing, endeavour had to be made to warm them. Approaching the harbour without any lights, they skillfully avoided the enemy's searchlights, which the Japanese bombarded as they passed, after completing the laying of the mechanical mines, on the forenoon of the 13th instant. The Port Arthur batteries were unable to fix the range, owing to the very close approach of the Japanese. The fighting capacity of the Russian squadron is now reduced by eighty per cent, and it is believed that Port Arthur will be desperately defended by the shore batteries."

"Peking, 22nd April.—Several telegrams received from the Tartar Generals of Kirin and Fengtien provinces have stated that the Russian Government is vexing China whenever and in whatever way it can find a chance. The inclination must be to make China abandon its attitude of neutrality. The Chinese Government seems to have decided to take a strong policy against Russia. A few days ago the Government telegraphed to Viceroy Yuan Shikai to make war preparations secretly, and at the same time telegraphed to General Ma instructing him to keep a quiet and careful watch and await later orders. A Chinese from Chaoyang states that General Ma's troops in that place are estimated at thirteen battalions, and it is believed that as soon as fighting breaks out between Russia and Japan near Newchwang, General Ma will transfer his camp to Chinchou to prevent the escape of the Russian troops."

"Tokyo, 22nd April.—The proposal is gaining strength to transfer the Imperial headquarters to Hiroshima."

"Peking, 23rd April.—Seventeen mechanical mines have been laid by the Russians in the Liao river, covering a distance of five miles between the forts and the mouth of the river. They are operated by electricity from the forts. Twenty-eight guns and two search-lights have been put up on the forts. A foreign journalist who has arrived from Newchwang states that the Russian troops near Newchwang amount altogether to about three thousand men and sixty guns. The Russian troops over all Manchuria do not exceed 170,000 in number."

"Tokyo, 24th April.—According to Viceroy Alexieff's report dated the 22nd, there was another skirmish on the Yalu on the 21st inst., near Yung-ampho. Forty Russians who were on board three junks were sighted by the Japanese who immediately repulsed them. Two Japanese were killed, three Russian privates were killed, an officer and eleven privates badly

injured, and an officer and four private slightly injured."

THE GENSAN AFFAIR.

As we suggested in our leading article on Saturday, further details put a different complexion on the incident of the sinking of a Japanese transport at Gensan. We have received from Mr. Noma, the Japanese Consul, the following copy of a telegram received by him on Saturday:—

"Tokyo, 29th April, 10.55 p.m.

"As the 9th Company of the 37th infantry regiment (on peace strength) were returning to Gensan on the transport *Kinshu-maru*, registered tonnage 2379, after reconnoitring Yiwon and the neighbourhood of the province of Haugyongdo, they were stopped, at 11.15 p.m. on the 25th inst., off Sinpho, by three Russian cruisers and two torpedo-boats. The cruiser *Rossia* then approached close up to the *Kinshu-maru*. The captain of the transport, accompanied by the superintendent naval officers and two others, went on board the *Rossia*, where they were apparently detained."

"The enemy gave an hour's respite for surrender, but the soldiers, in strict discipline, obeying an officer's order, refused. At 1.30 a.m., the enemy discharged a torpedo, whereupon our soldiers, forming themselves into line on deck, exchanged fire with enemy, during which many of our officers and men perished. At about 2 a.m., another torpedo was discharged, and hitting engine-room split the transport into two. Some coolies and merchants had previously taken to boats, and were subsequently joined by some soldiers. After explosion, boats then rowed to the westward, and after indescribable sufferings the men reached Sinpho on the 27th. They were 45 petty officers and privates, 6 coolies and 3 merchants. Most of the crew and the coolies appeared to have been taken by the enemy. All military, except above mentioned survivors, believed to have died. Death of Company consists: 2 captains, 2 first and one second lieutenant, one ensign, 73 privates, and two interpreters. Of surviving soldiers, ten slightly, one seriously wounded."

THE RAILWAY AT NEWCHWANG

In a letter from a Newchwang man which we have seen he says the place is alive with reporters who have nothing to do but report a lot of "rot and lies." The rumour that all the engineers on the Chinese Imperial railway had to retire on Kopantsze was untrue, the report having emanated from Chinese sources. A fortnight ago the trains were still running. What the railway people intended to do was to give the Russians no excuse whatever to take the line. Orders have been issued that the engineers have to keep as near the firing-line as is consistent with safety, and if Yingkow gets too hot to drop back a mile or two, stop the trains short, and run to and fro with a shunting engine, getting all available news regarding the movement of the belligerent forces and bringing it to the telegraph office. All the spare rolling stock, engines and engineering plant have been sent well into the interior for safety, so that if the Russians do commandeer the railway there is nothing for them to work it with. The Hungtutse are guarding the Sinningting Railway for the Chinese, and swear vengeance on the Russians if they do take it; and as there are 7,000 of them all well armed—though 1,000 have only Mauser pistols—with plenty of ammunition, they will be a difficult lot to tackle.

It is a wonder, says the correspondent, that the Japanese have not come to the neighbourhood yet. Every day the Russians are pouring in troops and making entrenchments, but all on the south of the town and the Russian railway; nothing but patrol is done on the north side. Two of the engineers of the Chinese Imperial Railway were arrested as spies but were released after the usual apologies. All the women and children have left. Martial law has been declared and the light-ship and buoys have been removed from the Harbour.

THE COSSACKS.

A Japanese officer, who has had a chance of meeting the Cossacks in North Corea, has recently forwarded the following report to the Government. The Cossacks do not carry any baggage. They eat fowls raw and even candles when hungry. The Koreans are surprised by the primitive state of living of the Cossacks. The Cossacks wear overcoats of soft leather lined with sheepskin, and often camp outside of



cottages, without going inside. They might almost be likened to wild beasts. They live like shepherds, and lie down in the field. They can therefore travel fifty miles a day without difficulty, and it is hard work to capture them. Their horses are often fed with rice instead of proper food. The speed of the horses is not much superior to that of the Japanese horses; but the Cossacks can travel faster than the Japanese over the hills, through forests and over rough country. The Cossacks are timid, more afraid of death than was expected. This view has been confirmed by several reports received from scouts. During the engagement at Teishu on the 28th ult. the Cossacks were fully aware of the inferior position of the Japanese, but they utterly failed to take the aggressive. After two hours firing they retreated suddenly on seeing the advance of the Japanese Infantry. Lieutenant Yugami with twenty men was able to hold his position against seventy or eighty Russians during the engagement. This may be regarded as proof of the Japanese soldiers' courage; but on the other hand it shows the Cossacks' lack of a warlike spirit.

#### WARNING TO VESSELS BY RUSSIA.

The following information, received officially, regarding action taken or contemplated by the Russian military and naval authorities in the North, is notified in a *Government Gazette Extraordinary*.—

1. Submarine mines having been laid at the mouth of the Liao River, vessels entering the port of Newchwang are required to observe the regulations the Russian authorities have enacted.

2. If vessels do not show lights within the fighting sphere by night or flags by day, or fail to reply when warned by a gun to answer questions, they will be treated as enemies, and sunk.

#### RUSSIA'S STRENGTH AT PORT ARTHUR AND VLADIVOSTOCK.

The following report about the strength of the Russian land forces in Port Arthur and environs is the latest to hand:—

Third Infantry Brigade ...	8,000 men
Seventh " ...	8,000 "
One Company Cossacks ...	150 "
Two Companies Artillery ...	600 "
Two Battalions Sappers and Miners ...	1,000 "
Heavy Artillery—one brigade ...	2,400 "
Half Battalion Sappers and Miners ...	300 "
Torpedo Corps—one Company ...	200 "

Total 20,650

In Vladivostock it is stated that there are at the present moment 8,000 infantry, consisting of the 29th, 30th, 31st, and 32nd regiments, besides a brigade of heavy field artillery.

#### THE FIRST ACTS OF HOSTILITY.

A report from the local officials at Wiju to the Korean Government shows that Russian troops began to cross the Yalu into Korea on the 2nd February and from that date until the 15th February the number crossing totalled 4,500. Three thousand of these remained at Wiju, 1,000 moved to Chhosan, 108 miles above Wiju, and 500 proceeded towards Anju. Thus it appears that Russia commenced acts of war four days before the rupture of diplomatic relations by Japan.

#### THE "PETROPAVLOVSK" LOSSES.

The Tokyo authorities have received particulars regarding the casualties on the Russian flagship *Petrovsk*, which was sunk on the 13th inst.:—The Commander-in-Chief; 3 senior flag officers; 10 junior flag officers; Vice-Commander; 13 Lieutenants; 1 Chaplain and 596 sailors, including petty officers, were killed. The Commander and one officer escaped, seriously wounded. Grand Duke Cyril, 5 officers and 33 petty officers and sailors also escaped, but all were more or less injured.

#### MI CHILANEO'S.

Extra sentries have been guarding the Russian Legation at Peking lately.

A Tokyo telegram states that Lake Baikal is already opened and steamers have been able to cross. If true, says the *P. & T. Times*, this is unusually early, and in view of the present weather we hardly credit it. It is possible that the ice-breaker has been at work.

The Russians are buying up all the obtainable coal in Fengtien, being willing to pay even a fair price for hard coal. The Tartar General protests against such supplies being furnished, but his protests are of course in vain.

Mr. Kreuther, of the Russo-Chinese Bank, has been appointed French Consular Agent at Newchwang.

H.M.S. *Epiegle's* departure from Newchwang was the signal for some cordial expressions of regret on the part of all nationalities, as the best of relations has been preserved between the Russian authorities and community and the gunboat. M. Grossi, the Civil Administrator, and all the Russian authorities took leave of the boat in person. She would doubtless have left earlier, but it is believed she remained on until the qualified acceptance of Martial law by Great Britain was indicated, and also to emphasise the fact that Newchwang is still a treaty and not a Russian port. Russia has given assurances of consideration for British interests in the port which the British Government have accepted, and that at the conclusion of the war full treaty rights shall be restored.

It is now stated—the source being an Italian Press agency—that in the late successful attack on the Port Arthur squadron, ending in the destruction of the *Petrovsk*, the Japanese fleet was concealed among the islands of the Miaotao Group, in the Chili Straits, and intercepted the retreating Russians.

*L'Echo de Chine* has a telegram from its Chefoo correspondent, stating that the Japanese have disembarked troops at Kinchou to the west of the Yalu. The telegram is somewhat puzzling since no Kinchou is known in the immediate neighbourhood of the Yalu. An important city of that name is situated at the head of the Liaotung Gulf, in close proximity to the railway, and this would be a good deal west of the Yalu.

## HONGKON LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 26th ult. in the Council Chamber. Present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, F. H. MAY, C.M.G.

HIS EXCELLENCY MAJOR-GENERAL VILLIERS HATTON, C.B. (Commanding the Troops).

Hon. A. M. THOMSON (Acting Colonial Secretary).

Hon. Sir H. S. BERKELEY (Attorney-General).

Hon. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. A. W. BREWIN (Registrar-General).

Hon. Captain L. A. W. BARNES-LAWRENCE R.N. (Harbour Master).

Hon. P. N. H. JONES (Acting Director of Public Works).

Hon. Sir C. P. CHATER, C.M.G.

Hon. Dr. HO KAI, C.M.G.

Hon. WEI A YUK.

Mr. R. F. JOHNSTON (Clerk of Councils).

#### FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 24 to 26) and moved that they be referred to the Finance Committee.

The ACTING COLONIAL SECRETARY seconded, and the motion was agreed to.

The ACTING COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 5) and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

#### PEAK RESERVATION.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance for the Reservation of a Residential Area in the Hill District.

The ACTING COLONIAL SECRETARY seconded, and the motion was agreed to and the Bill passed.

The Council adjourned *sine die*.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council, the Acting Colonial Secretary (Hon. A. M. Thomson) presiding.

The following votes were approved:—

#### PUBLIC CONVENIENCE.

The Officer Administering the Government recommended the Council to vote a sum of \$2,000 in aid of the vote, Public Works, Extraordinary, to meet cost of erecting a public

urinal on the northern side of the hill close to the upper tram station at the Peak.

#### TREASURY EXPENSES.

The Officer Administering the Government recommended the Council to vote a sum of \$3,280 in aid of the vote, Treasury, for the following Staff required from 1st May to 31st December, 1904, to collect Crown Rent, etc., in the New Territories:—

#### PERSONAL EMOLUMENTS.

Clerk * at \$600 per annum ...	\$400
2 clerks * at \$480 per annum each ...	640
For Taipo + 2 clerks at \$600 per annum each ...	800
For Taipo + 2 clerks at \$480 per annum each ...	640
	\$2,480

#### OTHER CHARGES.

Conveyance Allowance—Collector ...	\$240
7 clerks ...	560
	\$ 800
Total ...	\$3,280

\* Temporary Shroff (\$480) and Assistance (\$144) under vote Treasury not now required.

† Shroff (\$540) under vote Colonial Secretary's Office not now required.

#### CLEANSING TANKS.

The Officer Administering the Government recommended the Council to vote a sum of \$5,100 in aid of the vote Public Works, Extraordinary, to meet the cost of supplying and erecting sixteen tanks in Nos. 9 and 10 Health Districts, Victoria.

This was all the business.

## IN COREA.

[FROM OUR SPECIAL CORRESPONDENT.]

#### SEOUL—A STUPENDOUS CESSPOOL.

Seoul, 16th April.

The streets of Seoul are covered several feet thick with the accumulated filth of centuries, and now the Korean authorities have suddenly started trying to clean the place completely in a day or two. It has dawned on them that they ought to assume an appearance of modern civilisation now, and make some show of emulating the Japanese. In fact, the Koreans are beginning to feel ashamed of their dirt in presence of so many strangers. There have never been drains in Seoul. In several parts of the town old streamlets still survive, struggling down from the adjacent hills to the big river, struggling through huge superincumbent accumulations of rubbish and garbage, the deposit of centuries of lazy life. These poor little hillside streamlets degenerate into a sort of substitute for drains, and they are in fact almost stagnant, almost waterless ditches of filth. They might be called drains, perhaps.

But generally speaking, Seoul is in about the condition one would expect to find in an undrained, well-stocked farmyard that had not been cleaned out in any way for a thousand years. The Korean seems to say, drowsily, "Why trouble to carry rubbish away? Leave it alone, it soon gets trodden into the ground, and you will never see it again. Then you save so much carrying." So all "matter which is not wanted" simply stays where it happens to fall. A walk through Seoul is a wade through orange-peel, fish-bones, eggshells, rotten cabbage, dead rats, mangy dogs alive in more ways than one—these are a few of the predominant features of the Korean capital.

Buildings there are almost none at all. There are mat-huts by the million. It really must be the greatest collection of pigsties in the world. I have been a good deal in the interior of China, and I thought some of those towns reached the very top notch of putridity, but I apologise to them.

Seoul is, in short, a city of hovels. The Imperial Palace would be considered not very glorious for a district magistrate in the prosperous sections of China. The great Temple of Heaven, which I suppose is the No. 1 joss-house of Corea, is shabby and bare and discreditable compared with the Man Mo Temple in Hongkong. The foreign legations, two little hotels, the railway-station, and possibly three or four other foreign buildings, are all right, and in the Japanese quarter there is a fairly good little



Japanese town, but the rest of Seoul is composed of huts and hovels, from end to end of the city. They are not all made of mats alone; some are of mud, with lumps of uncut stone embedded in it; and some of the roofs are of tile, very rough and poor. And the Korean shops are correspondingly wretched little things. Shopkeeping is mostly done by Chinese and Japanese; and as far as I can see, all skilled labour is Chinese or Japanese too. At any rate, if you hear a sound of sawing wood, of chipping stone, of hammering nails, the whirr of a sewing-machine, any noise of active labour, and if you go to see, you usually find it is not a Korean at work! They seem generally to do little else but fetch and carry, talk, and look on.

To some readers, the recital of the manifold uncleanness of the Koreans will seem horrible and disgusting, and some may think such things would be better unwritten. But there is need that these things should be known and understood, not merely as showing the desirability of some strong Power taking this country in hand, but for the additional reason that the conditions may have an important influence on the actual course of the present war. Seoul is a breeding-ground of epidemic diseases. Every year Korea loses many thousands of lives by epidemics, and there has practically never been anything done to prevent them. Seoul usually has the largest death-roll because it is the largest dirt-hole. The civilised world is greatly concerned when a few hundred people are removed quickly and almost painlessly by being shot, or blown up, or bludgeoned, or drowned; it is something that interests people greatly. I think it is a matter of greater concern when many thousands die, not in a flash of a moment, but gradually and with awful sufferings, in the agonies of cholera and other scourges.

The Korean official records show that there were over 370,000 deaths from cholera in 1786, including 60,000 in Seoul; the Crown Prince was one of the victims. Thirteen years later there was another epidemic, of a kind not quite clear, but it may have been the "black plague." In 1815 the land was ravaged by a kind of typhus, and 1821 saw one of the worst visitations of cholera ever known. In Seoul alone, ten thousand people died in ten days, and the disease extended its ravages into the following year. Then in 1832 began a series of famines and epidemics, chiefly cholera, continuing uninterrupted for nine years. Typhus again swept over Seoul in 1833, and there are men now living who remember seeing the corpses piled in thousands just inside the South Gate, awaiting interment. The people, desperate with hunger and suffering, became riotous, and stormed the Government granaries, but found that all the grain supposed to be stored against famine had been stolen by the officials. The Prime Minister was chiefly responsible, and had to fly for his life, hiding for months in the provinces. This brings the terrible record down to the present generation, which has been much the same. Ten years ago, the Japanese army fighting against the Chinese in Corea had an immense sick-list, and lost ten times as many lives by Korean epidemics as by Chinese bullets.

Just now, with chilly days and freezing nights, germ-life is comparatively inactive, but the warm weather is close at hand, and will bring out the danger now dormant. Seoul lives on the surface of a stratum of ancient and modern filth that must be yards deep. In the vast majority of the houses there is no attempt at sanitation in any shape; but merely by usage, one corner of the mud floor comes to be recognised as the general latrine, and the sewage is left to meander out through a hole in the wall, at the floor level. Some few houses attain the distinction of establishing a cesspool just outside, but in most cases the bare ground is cesspool enough. The reader may think such conditions prevail only among the very lowest and poorest people who have no chance to manage better. In all countries there are extreme depths of poverty, here and there unavoidably associated with squalor and filth. But in Corea it is general. Dirty habits and disgusting indolence characterise even the highest classes.

Yet there is much hope, if they are taken in hand, for they readily respond to external influence. In fact, they seem eager to be

ordered about. I think their predominant characteristic, even more than apathy, is a craving to be dominated, influenced, even bullied. Their apathy is only the sprawling of a "scarlet-runner" where nobody has provided it with a pole. They need someone to direct them, and they seem the most willing people in the world. They only lack a backbone of their own, and they seem only too willing to lean on anyone.

When Marquis Ito was known to be coming to Seoul, there was a sudden rush (if such a thing is possible among Koreans!) to cleanse the Augean stables. The effort was weak and ludicrous, but it has shown a good disposition, and an augury for better performance in future. First, when the Seoul authorities were formally notified that the Marquis would come, as a very special messenger from Emperor to Emperor, it was unofficially hinted that the streets along which the distinguished visitor would pass were not quite a credit to the nation. So the Korean authorities very readily promised to have things cleaned up a bit, but they did not get to work on the execution of the promise till two days before Marquis Ito's arrival. Then proclamations were posted all over the city, telling the people that the streets were disgraceful and must be cleaned. It is characteristic that the proclamation was printed on plain slips of common paper, with no official heading, no Government seal nor Imperial coat of arms, no distinguishing mark at all. It has, in fact, neither heading nor signature. Translated, it reads about as follows:—"Dirt is disgraceful, therefore all householders must clear their street-fronts and gutters by the 18th of March. This is an official proclamation which must be obeyed or there will be penalties." That is all. And the Koreans gathered in wondering crowds, staring at the placard on the wall, and hazarding guesses what it might be about, till some clever man came along who could read. He would spell it out aloud, laboriously, and interrupt himself at intervals with a running fire of comment, and the rest would listen and sometimes all talk at once. They are great talkers, and their language is one of those that use up a large number of words to express any idea. Ten words of English need fifty of Korean.

There is a similar ratio of words to deeds. If there are to be ten men working there must be fifty to look on and talk. That is how the cleansing of the city proceeded. A spade, for instance, takes five men to handle it; one is captain, and holds the spade, while two have ropes tied to it and help to tow the spade through the soil, and the other two men are to look on, and take alternate spells at pulling the ropes. This is the way fields are tilled, and it is the way the garbage is being scratched up in the streets of the metropolis. The spade-blade is about the size of a drawing-room coal-shovel, and some spades have a crew of seven men. Out of curiosity I timed one crew of six; they lifted into a basket about two cubic feet of rubbish in twenty minutes. About every five minutes all hands would knock off work to discuss the weather, or the futility of human effort, and to give their nether garments another hitch. Seldom can you see half a dozen Koreans together but at least one of them at any given moment must be hitching up his trousers and readjusting his waistband, for these people tie themselves together so negligently that they never stay tied long.

These gangs of coolies have been working in various parts of the city, listlessly digging up the dirt from roadside ditches and piling it in heaps on the roadway. It was quite a long time before they reached the next stage, the removal of the heaps, and by that time a good deal of the stuff had slipped back to where it came from. It is of the blue-black slimy sort, with an effluvia strong enough to stop a clock. The workmen carefully stacked this in mounds at the street corners in time for the arrival of Marquis Ito, and no doubt he regarded the heaps as emblematic decorations, suggesting "The old order changeth, giving place to new."

In front of the Emperor's palace I saw 37 men lift one telegraph pole, while nearly 100 workmen looked on. It was supposed to be a gang of 150, and they had a lot of poles to place in position, but the whole gang kept to one pole at a time, and took nearly an hour at it. It was a big pole, certainly, two feet thick at the base, with a heavy top piece to

carry about 80 wires, for there is a lot of new work being done in Seoul now, erecting telegraph and telephone-poles. The gang would raise the end of the pole a foot or two, prop it, and rest a few minutes. By the time they had it nearly upright, with the foot of the pole resting on the edge of the pit dug to receive it, they found the pit was too narrow, and it took about ten minutes to widen it an inch or two. The order had been issued that all these poles, which have been lying along the roadsides for a long time, must be up in time for Marquis Ito to see; but it was only possible in the time to get about a tenth of them erected.

Still, it is important to note the willingness shown by the Korean officials to do whatever they thought the Japanese would wish. Their intentions seem to be all right, and with patience and plenty of time all will be well with Corea under the Japanese stimulus.

By the way, one of the commonest sights in Seoul would afford English working-men food for thought. Twenty Korean labourers with picks are set to dig up a bad piece of road; they have a rigid rule among themselves that no man must work faster than another, and so when one stops to moisten his hands for a fresh hold of the pick, all stop; and the multiplied delays make the work go more slowly than in any other country I have ever seen. All picks rise simultaneously, then each man slowly looks round to see how the rest are getting on. Then the picks, poised aloft for several seconds, cautiously commence the down-stroke, but nobody dare let his weapon come down smartly, for fear he should get himself disliked for spoiling the unison of the performance. The coolies are not quite clever enough to make all the picks clink exactly together, and so at the sound every man has to look at every other, to notice which one was out of time. The resulting slowness is such as "passeth all understanding."

Reverting to the subject of epidemics, there is another crying evil that helps to make Corea a plague spot; in all the country there is no such thing as waterworks. Surface-wells, visibly fouled by surface-sewage, are the main source of water-supply in the city, for the river is too far. In the Japanese quarter the wells go deeper and are kept pretty clear of drainage. But as a rule no Korean would take the trouble to dig a well ten feet deep if he found any water at five feet, and no such thing as a filter is ever dreamed of in their philosophy. Tea-drinking and the boiling of the water would no doubt do much to lessen the danger, but that the water is seldom made to really boil, and the poorer classes cannot afford to drink tea always. So death stalks over the land, and plucky little Japan will have to fight a greater foe than the Russian arms.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

### ANNUAL MEETING.

The annual meeting of members of the Hongkong General Chamber of Commerce was held on the 27th ult. in the Chamber of Commerce, City Hall. Mr. E. A. Hewett (chairman) presided, and there were also present Messrs. D. R. Law (vice-chairman), J. R. M. Smith, R. C. Wilcox, A. G. Wood, N. A. Siebs, A. Haupt, and H. E. Tomkins (committee), Mr. A. R. Lowe (secretary), Messrs. A. Forbes, T. Cochrane, W. B. Dixon, A. S. Mihara, E. W. Mitchell, E. H. Hinds, G. W. F. Playfair, W. D. Graham, J. R. Michael, A. Marty, Murray Stewart, O. I. Ellis, G. Currie, E. Ormiston, E. S. Whealler, C. H. Thompson, W. Danby, H. Wicking, A. J. Raymond, G. C. Moxon, J. J. Leiria, H. P. White, D. E. Brown, W. S. Harrison, C. A. Tomes, H. Skott, and G. de Champeaux.

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen,—The first business is a purely formal one—to confirm the report of the last annual meeting, 1903, and the report of a special meeting held on 12th August, 1903, with regard to the election of a representative of the Chamber of Commerce on the Legislative Council. The minutes of these meetings were published at the time and I take it you will hold them as read. I beg to move that these be confirmed.



Mr. D. R. LAW seconded, and the motion was agreed to.

The CHAIRMAN said—Gentlemen,—The reports and accounts of the Chamber for last year have been in your hands for some days and we will therefore with your permission take them as read. I will offer a few remarks on the more important questions which have engaged the attention of your Committee during 1903 and will then ask those members who may wish to do so to address the meeting. For sake of convenience I will take the various matters dealt with in the report in due order. The question of the Brussels sugar convention has recently engaged the earnest attention of the Committee. In order that full protection under this convention be secured for our important local sugar industries, certain suggestions have been made to the Government here with a view to the possibilities of the future rather than to the actual needs of the present. At our last annual meeting we had to express regret that the Hongkong Government declined to accede to our request that all those employed as pilots in the waters of the Colony should be licensed. As you are aware the Chamber has again urged this, and a bill has recently been before the Legislative Council dealing with this important question. The ordinance appears to fully meet the requirements of the case and we trust it will not be long before the pilots service is placed on a satisfactory footing. In August last His Excellency the British Minister to China while on his return to Peking, was good enough to agree to meet the Committee of the Chamber and in the report will be found the address presented to him which dealt with a number of important questions. Sir Ernest Satow fully discussed these various matters and expressed his desire to do all possible to further the interest of our trade with China and his readiness to give full consideration to such representations as the Chamber might make to him. Last summer the Viceroy of Canton being anxious to increase the revenue of the Province endeavoured to revive the illegal taxation on foreign opium attempted the previous year by his predecessor. The excuse for this impost being one very generally put forward by the native officials when additional funds are required, viz:—The payment of the war indemnity. A telegram was at once despatched to H. B. M. Charge d'Affaires at Peking protesting against this proposed violation of treaty and, thanks to the prompt action of Mr. Townley and the British Consul General at Canton, the tax has been "suspended" but it is very evident that it will be necessary for the Chamber to continue to keep a careful watch upon our trade relations with China in order to prevent the officials from levying illegal taxes when pressed for funds. As mentioned at our last annual meeting the question of the compulsory adoption of an official code vocabulary drawn up by the Telegraph Companies has been again before us and a telegram was therefore sent to the London Chamber of Commerce protesting on behalf of this Colony against this proposal. The objections raised have been so universal among business communities that it is to be hoped this vexed question has been finally disposed of. With regard to the currency question, since our last meeting the decision of the Secretary of State for the Colonies has been given, which is to the effect that "It was out of the question to entertain the idea of adopting a gold standard for Hongkong while China retained her silver standard." As a first step therefore towards a reform of the currency in China a joint memorial from the Chambers of Commerce of Tientsin, Shanghai and Hongkong has been forwarded to the Diplomatic Body at Peking urging that no further time be lost in providing a uniform currency for China and the placing of the Provincial Mints under the control of the Central Government, but it is with regret that we find up to the present nothing further has been done in this direction. From time to time attention has been directed to the Crown Agent system and some correspondence has passed on this subject between this Chamber and that of Ceylon. In order to more clearly form an opinion on the matter a series of questions was drawn up and presented by our Representative at the Legislative Council. While the Committee are not prepared to say that it would not be possible

to effect improvements in the working of the system, they are of opinion that it is decidedly to the advantage of the Colony that the Crown Agent system should be continued. During the year under review several questions relating to the shipping interests of the Colony have engaged our attention. While it is admitted that regulations are necessary for dealing with vessels bringing explosives into the harbour, the Committee cannot but consider that the manner of enforcing the regulations constituted an unreasonable and vexatious restriction on the trade of the port and that the regulations might with perfect safety be modified. After considerable correspondence some slight concession was obtained from the Government and it now remains to be seen whether the result will prove satisfactory. The question of medical inspection of vessels is an old one, having been dealt with by the Committee in 1897 and again in 1901. After giving the new scheme a fair trial the Committee are unanimously of opinion that the time has now arrived when the posts of Health Officer of the Port and his assistants should be held by officials devoting their entire time to the work, to the exclusion of private practice; in fact that the system should be here adopted which now obtains in many British Ports where the number of entrances and clearances is far smaller than in Hongkong, which now ranks as one of the largest shipping ports in the world. The Committee intend to again address the Government on this subject and trust that on further consideration the reasonableness of their request will be admitted. They feel convinced that in this matter they can rely on the support of all those members of the Chamber who are directly interested in shipping. We are glad to be able to record that the Government has, after considerable correspondence, agreed to effect certain improvements in the signalling of storm warnings, and trust that the practical experience which will be obtained during the approaching typhoon season may show that the change effected will result in all that has been hoped for it. One other point affecting the shipping requires to be dealt with. I refer to the Imbecile Immigrants Ordinance. This Bill as originally put before the Legislative Council was of such a nature as to give rise to the greatest uneasiness on the part of those whose business it is to protect interests of shipowners trading with the Colony. A protest against this ordinance was unanimously signed by the shipping companies here represented, and while the Bill was not abandoned, as we had hoped might be the case, still very important modifications were obtained in committee and we can only regret that the efforts of our representative in this direction were not more successful. I consider it necessary to specially direct attention to this Bill, as the whole prosperity of Hongkong so largely depends upon the facilities and encouragement given to shipping to visit the port. I fear that this fact is sometimes lost sight of and that from time to time attempts at legislation are suggested, and not infrequently carried out, calculated to impose undue restrictions and expenditure on the shipping, which in the aggregate form such a tax, either by loss of time or by actual expenditure, as to tend to discourage shipping from visiting the Colony. It must be remembered that the position of Hongkong as a distributing centre is not impregnable. This is a point which cannot be too strongly urged. Turning to questions of a wider interest which still closely concern the welfare of our Colony I would refer to the opening of Kongmoon as a treaty port, and the establishment of a number of ports of call on the West River to the benefit of the large and increasing native passenger traffic. It is but right that acknowledgment should be made of the manner in which the officials of the Imperial Maritime Customs have endeavoured to prevent difficulties arising in connection with the work of opening this port and also of the able assistance rendered by Mr. Fox, H. B. M. Consul. (Applause.) While on the question of new treaty ports I would also mention that the Committee of the Chamber has addressed the British Minister at Peking with regard to the advantage which would accrue to the Colony through the opening of Waichow to foreign trade. As you will recollect, Article VIII of the Shanghai Treaty of 1902 provided for the opening of this city, but as it will prob-

ably be some time before this section of that Treaty becomes operative the Committee consider efforts should be made to have Waichow opened without further delay. I would add that in our opinion the Treaty port area should also include the sister city of Kwaishin. The question of piracy on the West River continues to be one requiring constant attention, though I am glad to be able to add that during the past year complaints of this nature have not been so frequent as in the past. During the last few weeks however there have been some cases of piracy and it is evident that the local Chinese officials have never attempted to seriously deal with this evil. The only means of finally disposing of this question is to break up the piratical villages, the positions of which are perfectly well known to the Chinese authorities. Although considerable time has elapsed since the question of the removal of the barriers in the Canton River was last dealt with officially by this Chamber, we understood privately that matters were progressing favourably and that before long the barriers would be removed. We regret to find that in this as in other matters of hope for improvement no advance has been made by the local Chinese officials. While most scrupulously exacting due observance of the terms of the Treaties limiting our relations with China, the native officials consistently evade their own obligations whenever possible. The delay in removing the barriers is yet one more instance of their bad faith, and it to be hoped that the necessary steps will be taken to compel the Chinese to remove these barriers within the time stipulated by treaty. The improvement in the lighting of the Canton River is another question which requires attention and we have reason to believe that the importance of this has not been lost sight of and that steps are being taken both by the Colonial Government and the Chinese Imperial Maritime Customs to deal with it. The great increase which has of recent years taken place in the steamer traffic between Hongkong and Canton renders it more than ever necessary that this improvement should be effected with the least possible delay. Progress with the new Commercial Treaties with China has been slow and the present political situation in the Far East is not calculated to facilitate matters in this respect. The text of the New American and also the Japanese Treaties has been published and while objections have been made to certain omissions in the former, they are both in some respects improvements on the British Treaty. It is satisfactory to find that the payment of duties in silver is ensured under the terms of these Treaties. We understand that the German Treaty will also shortly be ready for signature but so far as I am aware the text has not yet been published. The agitation now being carried on at home with regard to the fiscal policy of the Empire has naturally attracted much attention in this Colony, and while the time has not yet arrived to deal seriously with the question we have good ground for stating that the majority of the British business community here is agreed that a change should be made so as to place British trade on an equality with its rivals in the world's markets. I need only cite as an example one section of our business, viz. shipping. It is obvious that if we are to hold our position against foreign competitors equal facilities should not be granted them with our shipping in British ports unless we in turn receive in their ports the same favourable treatment accorded to their own shipping. (Applause.) This in the majority of cases is denied to us. The whole question of fiscal reform is as yet very much in the clouds but nevertheless very nearly concerns the Colony, and the Committee will therefore continue to follow closely the movement at home and should it ultimately be decided to seriously deal with the whole question no doubt full opportunity will be offered us to give our views on any matter which is calculated to affect the prosperity of Hongkong. It must of course always be borne in mind that Hongkong, while a British Crown Colony, is chiefly a port of call for shipping. Its local productions are practically nil and its manufactures limited. An enormous volume of trade, a large percentage of which is non-British, centres here for distribution to China, the Philippines and



other non-British territories, and consequently we must strain every nerve to attract this foreign trade to our port, and we cannot in our own local interests therefore regard this question of fiscal reform from the strictly Imperial point of view which may be possible or desirable in other outlying portions of our Empire. I have reserved to the last what I think you will all agree is to Hongkong the most important question as far as this Colony is concerned that has arisen during the past few years although it has not as yet been formally dealt with by this Chamber. I refer to the proposed Canton-Kowloon Railway. (Applause.) Throughout the whole of China we see new railways being projected and in some cases actually completed, mainly, I regret to say, by the enterprise of those other than British. The race is to the swift and we cannot grudge the well earned success of our commercial rivals who under other flags press forward where our British investors apparently fear to tread. The British investor I am informed on high authority does not care to put his money into railways in China and in view of the aid which other Governments render their nationals while our Foreign Office refuses to give us equal support it is not perhaps surprising that British concessions for railways in China languish while we see foreign capital freely spent in developing foreign concessions. The Under Secretary of State for Foreign Affairs is reported at a recent gathering in London to have made a statement to the following effect:—Speaking on behalf of the Foreign Office, he says:—We are alive to the importance of railway development in civilising a country and in promoting its commercial development.

but in China we had not ourselves administrative responsibility and the work must be done by the foresight motives and self-interest of private capitalists. This I think fully explains, and in a manner justifies, the attitude of the British investor. Whether or not the Under Secretary of State has been correctly reported I am not in a position to say but even though he may not have made use of the words above quoted the policy of the Foreign Office as understood by us is here clearly defined. The time has now arrived however when an exception should be made to this policy. As I have already stated, the prosperity of this Colony depends upon its maintaining its position as a distributing centre for the trade of South China. This being the case it is imperative that the first railway line connecting Canton with the sea should be the Canton-Kowloon Railway. If funds for this line, estimated at a million and a half sterling, cannot be raised by other means, then our Foreign and Colonial Offices should join hands. This Colony should be allowed to guarantee for a term of years the interest on the capital required for the section of the line across the New Territory or if necessary should construct and own the line, while the Home Government should for once in the interests of British trade in China, break through its traditions and guarantee the interest on the cost of that section outside the Colony. (Applause.) The distance is somewhere about 120 miles of which one-fifth would be in Hongkong territory and the cost of this section of the line would be about one-third of the whole. The importance of this question, both from a local and Imperial point of view, is so great that I make no apology for dealing at such length with the matter. Since our last meeting the war cloud which has been hanging over our heads for so long has burst and we grieve to see two brave nations involved in a contest which whatever the result may be must mean heavy loss in life and treasure to both. Already the result of this conflict has been severely felt by the business section of this community and we hope, not entirely on selfish grounds, that the struggle may be brief, tending to shorten the period of distress and to minimise the disastrous results of the war. Before I take my seat I feel I should like to refer to matters of more direct personal interest. Our late Governor, Sir Henry Blake, after many years spent here has now been transferred to another sphere of activity. A somewhat unusually long interregnum has occurred between his departure and the arrival of his successor but we were glad to find that H.M. Secretary of State has appointed for Administrator so experienced and able an official as the Colonial Secretary. (Applause.)

Still another official who while not connected with the Government of Hongkong has been closely linked with the trade of the Colony has recently left us. I refer to Mr. James Scott, H.B.M. Consul General at Canton. It was with sincere regret we bade Mr. Scott farewell, particularly in view of his health having so seriously suffered during the discharge of his onerous duties. I believe I am right in saying that there is good reason to fear Mr. Scott may not return to China and I take this opportunity therefore of placing on record our high appreciation of the energy and ability always displayed by him in the execution of his work. I feel confident that all those members of the Chamber who have had dealings with Mr. Scott will readily endorse what I say. (Applause.) While it is the object of the Chamber of Commerce to deal with all questions relating to our trade as they arise, and so far as may be to provide for future contingencies, it is well occasionally to give a glance backward and to recall those who have worked in the past and by whose labours we now benefit. During the past year a very notable figure has disappeared from the scene, and while it is perhaps somewhat invidious to make special reference to one when so many did good work, still the unique position he occupied must be my excuse for mentioning the name of Admiral of the Fleet Sir Henry Keppel. Admiral Keppel as we all know specially distinguished himself in the earlier days of the Colony by his brilliant services under fire, and also against the piratical craft which then swarmed in these waters, while later he was very closely connected with the history of Hongkong. He has now passed to his rest full of years and honours leaving behind him a reputation which all must regard as a high example of good service fearlessly rendered in the interests of the Empire. We have recently had before us in a forcible manner the advantage which lies with those who hold the command of the sea and it is good on occasion to recall the debt we owe to His Majesty's senior service and to remember that their presence here means security to our trade in these far distant waters and ensures the safety of all those who dwell under the shadow of our wide-flung flag. (Applause.) I beg to move the adoption of the report and accounts.

Mr. E. S. WHEELER—Mr. Chairman, I have very great pleasure indeed in seconding the proposal. I think that from the report and the Chairman's speech it must be evident to all the members of this Chamber that the commercial affairs of this Colony have been very well cared for, and our thanks are due to the Committee for the way in which they have looked after those things both great and small. There are one or two things which the Chairman has referred to which I would like to mention. With regard to the question of explosives on board steamers I can only say it seems difficult to understand why it is that we do not have similar regulations here to those that exist elsewhere. The Government has not told us, as far as I understand, why special regulations are applied here. With regard to the Medical Officer of the Port we have so far as things go, and can be with a gentleman in private practice, perhaps as efficient a service as we can get, but for one of the biggest shipping centres in the world that service is not nearly good enough. My experience last year when I was travelling—and I was in most of the ports in this part of the world two or three times—was that on most occasions on which I visited Hongkong it took an immensely longer time than in any port in China or Japan, Manila or Port Arthur or Dalny, for the medical officer to get on board the steamer; and I think that is an unsatisfactory state of affairs in one of the principal shipping ports in the world. (Applause.) Perhaps one of the most important points to which reference has been made is the currency question. Well, it is satisfactory to see that it is not quite asleep, but as I do not understand the currency I will leave that to somebody else. The most important thing to which the chairman has referred, and it is one to which I do not notice any reference in the report, is the question of the Canton-Kowloon Railway. That, I think, is a question of absolutely vital importance to Hongkong. It is a question on which we may find the progress of

Hongkong entirely rests. It is a question on which the vitality of Hongkong may depend, and I think it is one of those things which we should ask the committee to keep careful watch on to do everything they can to keep before the Government, and to do all they can to see that the present concessionaires do something. I believe there is no concession in British territory, and there must surely be some way of getting some activity put into this business. I believe that either shortly before or shortly after the concession was obtained, about five years ago, a concession was also obtained for a railway from Tientsin to Tsinanfu. I do not think there was much difference between the dates. And this railway of 250 miles is now in operation, yet nothing is done by the concessionaries to build the railway between here and Canton. I think this is a vitally important question. The China Association at their meeting referred to this question, and in their report the question was discussed whether the railway should go by way of Waichow. But that is a detail. What we want is a railway with its terminus in British Kowloon. It seems to me that the railway question is one of the very utmost importance. There is no place in China to which a railway is so important as it is to Hongkong and there is no place where there is less done to get it. (Applause.) I beg to second the motion.

Mr. J. R. MICHAEL—Mr. Chairman,—I am sure the members generally will agree with me that the record of work done during the past year has been very satisfactory, and the committee are to be congratulated upon the result of their efforts. I am very glad to see that the heavy fluctuations of exchange, which continue in an even aggravated form, are now awakening some interest in the currency question. I sincerely trust that the efforts now being made by those affected and assisted by the powerful advocacy of the Chambers of Commerce here and in North China, in support of the Commission on International Exchange from the United States of America to frame a workable scheme for securing stability of exchange, will soon prove successful. I hope at any rate we shall soon learn that a possible basis for the currency of China has been evolved, and that we shall arrive in sight of some settlement of this great hindrance to the development of legitimate trade. There is another subject in which I am sure every person interested in the welfare of this Colony must take a keen interest. I allude to the projected Kowloon-Canton Railway. We want, Mr. Chairman, to see that enterprise removed from the domain of projects to that of accomplished facts. It is high time that the railway was completed instead of waiting for commencement. I hope the Chamber will use the whole weight of its influence with the Government to induce them to assist with that section of the line which has to pass through British territory. With this at any rate something can be done by us, and the sooner it is taken in hand the better. (Applause.)

Mr. WHEELER—Mr. Chairman, with your permission I should like to read *apropos* of what I said just now about the railway question an extract from the circular of Messrs. Ilbert & Co., dated Shanghai, 22nd April:—"A feature which is rapidly becoming noticeable in the Northern trade is the transference of business from Chefoo to Kiaochau; the facilities for loading and unloading cargo there and the rapid transit by rail to the interior are creating an exodus from Chefoo and the establishment of the same hongs in Kiaochau; it is said that important markets in the interior can now be reached in one day whereas formerly the same class of cargo did not reach its destination under three weeks." I think that emphasises the importance of railways. (Applause.)

The CHAIRMAN—Gentlemen, with regard to the remarks made by Mr. Wheeler and Mr. Michael I can only say that the members of the committee of this Chamber fully realise, as I am sure we all do, the very vital importance which attaches to the subject of the construction of a railway connecting the trunk lines of China with this Colony. As I hope I may be clear in my remarks just now, the question hitherto has not been dealt with formally by the committee of this Chamber as certain concessions, we understood, were still in existence and these concessionaires were engaged upon the attempt to carry out their concession. But as it appears to be the



wish of this Chamber as here represented that the committee should officially take up this question. I can only state that the committee for this year, whoever they may be, will, I am quite sure, deal with this very important matter (Applause.) I may add that I have reason to believe that the Hongkong Government is as fully alive to the importance of this question as we are and that the facts stated by Mr. Whealler just now in an extract I think from Messrs. Ilbert's circular are admitted by us all. As business men it is made clear to us that any port which is left out in the cold in the matter of railways must go to the wall, and Chefoo is a very good example of what would happen to Hongkong if we are not the first to be connected to China by railway. With regard to the currency question, as you know, the Chambers of Commerce of the three principal ports in this part of the world have addressed the Diplomatic Body on the subject, but beyond their polite sympathy nothing has been done, at present; but, as we all know, the reform of China's currency is provided for by Treaty and it is a matter which will be dealt with very promptly by the committee of this Chamber, who will continue to urge the importance of this upon the Diplomatic Body until, we hope, at no distant time reform will be accomplished. (Applause.)

The motion was agreed to.

The CHAIRMAN moved the confirmation of the election to membership of the following:—Messrs. Goddard and Douglas, Barretto & Co., Lamke and Rogge, E. F. Wilks & Co., Chun On Fire Insurance Co., Ltd., Shiu On S. S. Co., Ltd., Osaka Shosen Kaisha, Java-China-Japan Lijn, China and Japan Telephone and Electric Co., Ltd., Deacon, Looker and Deacon, Mr. E. H. Sharp, K.C., Mr. G. C. Moxon, Mr. A. M. Essabhy, and Messrs D. Macdonald & Co.

Mr. G. W. F. PLAYFAIR seconded, and the motion was agreed to.

Mr. A. FORBES moved the re-election of the committee for the ensuing year, with the exception that Hon. C. W. Dickson (who goes home shortly) be succeeded by Mr. W. J. Gresson.

Mr. J. R. MICHAEL seconded, and the motion was agreed to.

This was all the formal business.

The CHAIRMAN thanked the members for the honour they had done the committee in re-electing them.

The meeting then ended.

We understand that at a meeting of the committee held afterwards, Mr. E. A. Hewett was re-elected chairman and Mr. D. R. Law vice-chairman.

The following is the report:—

During the past year, which was somewhat encroached upon by 1902 Report, fewer subjects have engaged the attention of the Chamber, but much satisfactory work has nevertheless been accomplished in certain directions.

#### SUGAR CONVENTION.

A copy of this Convention, which came into force on the 1st September, 1902, was published in the last Report. Since then much progress has been made by the Permanent Commission in putting through the necessary legislative machinery in order to comply with the terms of the Convention.

As the Imperial Government undertook, on behalf of the Colonies not possessing responsible Governments (of which Hongkong is one) to take the necessary measures to prevent bounty-fed sugar which has passed in transit through the territory of a contracting State from enjoying the benefits of the Convention in the market to which it is being sent, local legislation became necessary, and a Sub-Committee, composed of the Chairman, Vice-Chairman, and Hon. C. W. Dickson, was therefore appointed to watch the effects of the findings of the Permanent Commission on the import and export sugar trade of Hongkong. At the Government's request various suggestions have been made during the year with the object of leading the proposed legislation in the direction best suited to the peculiar conditions of the trade in this Colony. The Colonial Secretary for the time being had been appointed as the "Fiscal Authority" in Hongkong.

#### JAPANESE MARKETS AND HONGKONG SUGAR.

The Consul for Japan in Hongkong having

written to the *Daily Press* protesting against the imputation levelled by that paper against Japan for the discriminating treatment accorded in Japan to Hongkong sugars as compared with Japanese manufactured sugars, a letter was sent to the Consul calling attention to certain inaccuracies in his letter, and the opportunity was taken to point out that, although the discrimination alluded to in his letter may have been aimed chiefly against bounty-fed Continental sugar, it obviously applied equally to sugar from Hongkong not bounty-fed and there was wanting any evidence of a desire on the part of Japan to treat Hongkong products as Japanese products are treated in this Colony.

#### LICENSING OF PILOTS.

It will be remembered that a long correspondence with the Government took place in 1902 with the object of making it obligatory on the part of the pilots plying for hire within the waters of the Colony to register themselves with, and prove their qualifications before, a Board having the requisite authority from the Government to act, and although, as was pointed out, similar regulations were in force dealing with the coxswains and engineers of steam launches, the Government could not then see its way to extend the principle to pilots.

The Committee again brought the matter forward in December last and instanced the flagrant incompetence of the pilot on board the s.s. "Tjipanas" when she steamed over the wreck of the "Pakshan," which happened to be indifferently buoyed with danger signals. The Captain was fined for negligent seamanship by the Harbour Master, who would neither recognise the part played by the pilot nor allow him to give evidence.

The Government replied that the matter was receiving attention, and recently a Bill has been introduced by the Government dealing with the question.

#### BROKERAGE ON STOCKS AND SHARES.

The committee proposed to the Stockbrokers' Association of Hongkong that brokerage should be borne by the seller only, as the present system in vogue of charging both buyer and seller with brokerage precluded the brokers from acting impartially for both parties. Unfortunately the association was unable to see the force of the argument, contending that the danger of partiality would only be accentuated by the change inasmuch as a broker might consider his duty was due more to the seller from whom he would receive his commission than to the buyer from whom he would not receive any brokerage, whereas under the present system it is the imperative duty of a broker receiving his commission from both sides to see, to the best of his ability, that both buyer and seller are treated with the greatest impartiality and in accordance with the ruling rates on the market.

#### SIR ERNEST SATOW'S INTERVIEW WITH THE COMMITTEE.

Following the precedent set on former visits of H.B.M.'s Ministers at Peking to the Colony, the Committee took the opportunity of inviting Sir Ernest Satow, G.C.M.G., H.B.M.'s Envoy Extraordinary and Minister Plenipotentiary in China, to meet them and receive an Address on the various questions awaiting settlement relating to the Colony's commercial dealings with China, amongst which were:—

- Obstructions in the Canton River.
- Registration of Native-owned Junks under Foreign Flags.
- Piracy on the West River.
- Inland Navigation Rules.
- Absconding Chinese Debtors.
- National Coinage for China.
- Payment of Customs Duties in Gold.
- British Commercial Treaty of Shanghai, 1902.

Proposed Increase of Taxation on Opium at Canton.

The meeting took place in the Chamber Room on the 6th August, and, after the Address had been read by the Chairman, His Excellency proceeded to discuss the subjects touched upon therein, taking them *seriatim*, asking for further information on several points, of which he made notes, and promising to give his early attention to all on his arrival in Peking. He concluded by expressing his gratification at having been afforded the opportunity of meeting the Committee and thus being able to interchange views with them, and added an assurance of his readiness

at all times to consider questions which might be brought to his notice by the Chamber.

The Committee have reason to believe that this interview will strengthen the Chamber's future relations with H.B.M.'s Foreign Office Representative in China and lead to even more ready and sympathetic acquiescence with the views from time to time laid before His Excellency.

#### ADDITIONAL TAX ON FOREIGN OPIUM AT CANTON.

A proclamation issued by the Viceroy's authority with regard to the re-imposition of an additional tax on foreign Opium in the Two Kwang Provinces appeared in Canton in June last, and as prompt measures were necessary in order to prevent the collection of this illegal tax, a telegram was despatched to Mr. Walter Townley, H. B. M.'s Charge d'Affaires, Peking, protesting against the proposed re-introduction in modified form of the tax which was successfully opposed after negotiation extending over seven months in 1902. Full details followed by letter and support also solicited from H. E. the Governor and Mr. Consul-General Scott. Energetic steps were taken by Mr. Walter Townley and Mr. James Scott at Peking and Canton respectively, with the result that in August last the Committee had the satisfaction of learning that the exaction had once more been stopped.

#### OFFICIAL CODE VOCABULARY.

Since 1890 the Telegraph Companies have been striving to impose on the Mercantile Community of the World an Official Code Vocabulary, and with equal regularity this Chamber along with many others, chief of whom was the London Chamber, has strongly protested against such an arbitrary measure, which would have had the effect of forcing a higher rate of expenditure upon those who use cables by restricting the number of words and signs at their disposal and also throw upon owners of private codes great inconvenience and expense through the necessary amendment of their codes, which in many cases have been compiled at great expense and years of work.

The support of the Home Government Postal Authorities was obtained, and instead of the compulsory vocabulary, the International Conference decided to alter the rules relating to codes, and after 1st July, 1904, any combination of letters not exceeding ten in number will be passed as a code-word, provided that it is pronounceable according to the use of the language to which code-words have been limited, other combinations of letters will be counted as five letters to the word and the prohibition of letter cyphers which hitherto prevailed, is removed.

#### THE CURRENCY QUESTION.

The resolution passed at the Special General Meeting of Members held on 18th February, 1903, in favour of the Straits Currency Commission extending its inquiries to Hongkong with a view to ascertaining whether reform of the Colony's currency arrangements is advisable, was communicated by H. E. Sir Henry Blake to Mr. Chamberlain, Secretary of State for the Colonies, who in reply referred to the resolutions passed at the conference between delegations from United States, China, Mexico, and Great Britain regarding the monetary systems of silver-using countries and the establishment of a National Currency in the Chinese Empire, Resolution No. 2 reading as follows:—

"That a national currency for the Chinese Empire, consisting of silver coins which shall be full legal tender throughout the Empire, is urgently desirable."

"As soon as practicable, steps should be taken for the establishment in China of a fixed relation between the silver unit and gold."

Mr. Chamberlain considered it would be inexpedient to appoint a Commission to inquire into the Hongkong Currency arrangements as it appeared to be out of the question to entertain the idea of adopting a gold standard of currency in the Colony while China remains a silver standard country.

The Tientsin Chamber having been informed that the Chinese Government were anxious to take action with regard to its Currency invited the Shanghai and Hongkong Chambers of Commerce to join in drawing up a Memorial to the Diplomatic Body in Peking with the object of instigating sympathetic support by that Body with the aims of the Chinese Authorities.



Your Committee advised that the first step towards a solution of this complicated question should be the establishment of a uniform national currency, as provided for by Article 11 of the British Commercial Treaty of Shanghai of 1902, as until reform in this direction was carried out, it would not be possible to satisfactorily deal with the question of stability of exchange in China. The Tientsin and Shanghai Chambers agreed to this course of action, as well as to the proposed absorption, instead of the closing, of the provincial Mints, and the Joint Memorial from the three bodies was despatched to each Member of the Diplomatic Body in Peking, the Doyen of whom replied that the Diplomatic Body was highly interested and greatly appreciated the efforts and zeal of the signatory Chambers of Commerce. Nothing, however, has transpired as to what efforts have since been made to further the matter with the Chinese Government, but it is no doubt too early to expect that any material result has been attained in this direction at the time of writing.

**THE CROWN AGENTS AND CONTRACTS WITH PRIVATE FIRMS.**

The Ceylon Chamber having asked for the opinion of this Chamber with regard to the working of the Crown Agent System in Hongkong, the Chamber's Representative, Hon. R. Shewan, puts a series of questions at a subsequent meeting of the Legislative Council, and from the answers given by the Government and the Report of the Commission appointed by H.E. the Governor in 1901 to inquire into the working of the Public Works Department, the Committee came to the conclusion that the cost to the Colony through the employing of the Crown Agents was not incommensurate with the services rendered. The advisability of all Government supplies being purchased locally was dealt with, and the view expressed that public works of "a special nature or of urgency" might be entrusted to private firms. The Ceylon Chamber's reply contained an expression of thanks for the information sent from Hongkong.

**PROHIBITION OF COOLIE IMMIGRATION AT SINGAPORE.**

The Committee of the Singapore Chamber wrote in June last explaining the reasons which had prompted it to support the Government in connection with the prohibition of the immigration of coolies from Hongkong on account of the prevalence of Plague in this port and inquiring whether some means of examining Chinese passengers could not be devised of so stringent a nature as would reduce to a minimum the chances of Plague cases occurring on the voyage or on arrival at Singapore. After full consideration, a reply was sent expressing the opinion that no examination would be adequate to prevent Plague occurring on the voyage, and pointing out that the profit on the trade would not permit of any further expenses being incurred by the steamship owners here. A suggestion was made that if Chinese labour is necessary to supply the labour market of the Straits Settlements, it might be of advantage to found a segregation camp on one of the numerous adjacent islands from which the transfer of the coolies into Singapore could be regulated in accordance with the requirements of that Colony and at the expense of the employers of labour there who profit by employing Chinese coolies.

There is reason to believe that the Singapore Government recognises that the only way out of the difficulty would be the adoption of some such system, as the Chamber of Commerce there recommended the extension of the existing quarantine station and segregation camp on St. John's Island.

**EXPLOSIVES ON BOARD STEAMERS IN THE HARBOUR.**

The Government were approached with the object of restricting the disabilities under which steamers carrying small quantities of dangerous goods are under on arrival in the Harbour. The fact of the port being free emphasized the belief that at least similar regulations might be applied as are in vogue at the Treaty Ports of China, but the Government could not see its way to go as far in this direction. Some concessions were, however, granted, the value of which depend on the promptness of the Harbour Office Officials in meeting incoming steamers, thereby preventing delay. It is hoped that before long the Government may be induced to do away with any unnecessary restrictions of this nature.

**TELEGRAM DEPOSIT SYSTEM.**

At the end of August last some internal arrangements in the Joint Administration of the Eastern Extension Australasia and China Telegraph Co., and the Great Northern Telegraph Co., induced these Companies to cease the old system of demanding just sufficient cover from their regular customers to meet current indebtedness. The new regulations, published at two days' notice, demanded a deposit in the joint names of the two Companies at a special Bank, a sum of money equal to the average monthly account of each sender of telegrams, or if this were not agreed to, cash payments to be made for each separate message as sent. At the request of several Members of the Chamber, a strong protest was made against so high-handed a proceeding. A long correspondence ensued, in which it was pointed out amongst other arguments that:—

- (1.) Longer notice should have been given.
- (2.) The injustice of a person desiring to do business with only one of the two Companies being obliged to deposit his money with both jointly.
- (3.) That to make the amount deposited equal to an average month's telegram account was tantamount to making each depositor a creditor of the Companies for the greater portion of each month, which was more than the joint Administration were entitled to, and that a reduction of the deposit by one half would be a more equitable proceeding.
- (4.) That the claim by the Companies to the whole of the interest allowed by the Bank on the deposits was unjust and contrary to custom, and the argument for the retention of the interest by the Telegraph Companies as put forward by them on the ground of the credit allowed and trouble of bookkeeping was considered by the Chamber to be unreasonable.
- (5.) That if all senders of telegrams elected to pay cash for each telegram sent, much expense, delay and consequent annoyance to the whole Mercantile Community would result, as the handling of cash in small amounts is not a quick process, especially in this Colony.

In the end the Cable Companies agreed to refund half of the sums deposited with them and to allow the whole of the interest on the remaining portion to the depositor. A return to the old system would have been preferred, but as the Companies find themselves unable to accede to this plan, your Committee are of opinion that the system now adopted is not without its advantages.

**MEDICAL INSPECTION OF PASSENGERS.**

In 1897 and again in 1901 the Chamber brought to the notice of Government the desirability of the appointment of the Health Officer of the Port being filled by an Official whose undivided attention would be devoted to the duties of the position, and as a result of the representations then placed before His Excellency the Governor, Sir Henry Blake made the following recommendations to the Secretary of State for the Colonies:—

- (a.) The appointment of a Second Health Officer of the Port who will be allowed no practice of any kind.
- (b.) That in view of Dr. Jordan's long service as Health Officer of the Port, His Excellency recommended that he should be allowed to retain his private practice on shore, but only on the distinct understanding that when himself engaged in private practice he will always place at the disposal of this Government another Officer as his substitute to discharge the duties of Health Officer of the Port, and who will not take private practice on board ships.
- (c.) His Excellency further recommended that if Dr. Jordan was not willing to accept these conditions, another Health Officer of the Port should be appointed in his place on the same terms as those offered to the Second Health Officer of the Port.

The committee at that time expressed the opinion that the above recommendations, if carried into effect, would, they hoped, put an end to the delays in the inspection of vessels that had occurred in the past, and therefore agreed to His Excellency's suggestions.

This hope unfortunately was not fulfilled, and the Chamber found it necessary to again draw the attention of His Excellency the Officer Administering the Government to the inconvenience and loss suffered by the large shipping

interests of this colony through the new arrangement not having produced the anticipated result, as in consequence of the Health Officer of the port and his deputy being engaged with their private practice in various parts of the city, it not infrequently happens that when their official services are required they are inaccessible. Dr. Keyt is thus often the only officer available to attend the ships coming into the harbour, with the result that delays are of frequent occurrence.

His Excellency has, however, not seen his way to follow the committee's suggestion to employ a Government Official without private practice but with a qualified assistant, and the committee regret having to record this decision as they feel their suggestion is the only remedy for the delays now experienced.

**JUNKS FLYING FOREIGN FLAGS TO EVADE PAYMENT OF "CHING-FEI" TAX LEVIED BY THE VICEROY OF THE TWO-KWANG.**

Following up the representations made last year, the Committee again drew the attention of the Government to the fact that a large number of trading junks using the Harbour as native craft after leaving the waters of the Colony hoist certain foreign flags under Consular Authority and proceed to Canton as foreign craft. Mr. James Scott, H.M.'s Consul-General at Canton, referred to the matter in his Annual Report for 1902 as a state of affairs which is obviously unsatisfactory both as regards the Hongkong Government and the Imperial Maritime Customs in China. Certain suggestions were therefore made which it is hoped, will be acted upon, so that the Harbour Master may be kept informed as to the names and registered numbers of such junks to enable him to refuse them the right of entry and clearance in the Colony. The improper use of alien flags by Chinese junks will then be discouraged.

**STORM WARNINGS.**

The exertions of the Committee in 1902 were rewarded by H. E. the Governor agreeing in May last to introduce the flag system of weather signals as worked at Shanghai for the information of Shipmasters, but without displacing the cone system in use. His Excellency's opinion and that of his expert advisers was stated as being that the cone system was a better and safer system and familiar to the local junk population. It will be remembered that at the commencement of the discussion the Chamber suggested the introduction of a flag system, but His Excellency then arrived at the conclusion that an alteration in the Hongkong system of signalling storms was not desirable and that a system of flag signals to convey weather information was, for the reasons indicated by the Acting Director, not suited to local conditions. Eventually the Chamber drew an extended code of symbol signals for day, and lantern signals for night work, to meet the objections raised against flags as well as on economical grounds. Now that the Government has introduced the Shanghai flag system it is felt that at least a fair trial may be given to it and objections raised later if found necessary.

The Committee's suggestion that an additional signal station should be established at Cape Collinson and Green Island was vetoed on the ground that these places were not in direct telephonic communication with, and the signals could not be verified by, the Observatory Officials.

A concession was granted whereby all Masters of Vessels or their Agents may now obtain free special telegraphic information from the Observatory by calling at the Telegraph Company's Office in the Praya or through the telephone on calling at the Police Station at Kowloon Point, and this will doubtless prove of advantage to Masters of Vessels on the point of sailing.

The Acting Director (Mr. Figg) reported that the Observatory was well equipped with Meteorological instruments.

**REDUCED CABLE RATES TO EUROPE.**

The hope expressed in last year's Report that the repeated representations to the Cable Companies on the subject of the excessive rates charged might not be without effect at the International Telegraph Conference in May, 1903, fortunately turned out to be correct, as from the 15th July, 1903, the rate to Europe was dropped from Francs 7 to 5.50, a reduction of over 20 per cent. The competition of the new Pacific Cable to Manila has been the direct cause of the



lower rates for which the Committee have been agitating for years past.

#### CONVEYANCE OF AUSTRALIAN MAILS VIA HONGKONG AND THE SIBERIAN RAILWAY.

The Council of the North Australian League forwarded resolutions in favour of the quicker transit of London Mails to Australia and the desirability of inaugurating as soon as the Adelaide-Port Darwin Railway line is completed of a mail service via the Trans-Siberian Railway to China and thence via Hongkong or Canton by first steamer service to Port Darwin.

#### ELECTION OF A REPRESENTATIVE TO LEGISLATIVE COUNCIL.

H. E. Sir Henry Blake informed the Chamber that he had granted a year's leave of absence to the Hon. R. Shewan as from the 5th August last and therefore requested the nomination of a temporary Member of Council in his place. A special General Meeting of the Members was held on the 12th idem, at which Mr. H. E. Pollock, K. C., was elected by 63 votes to 54 for Mr. E. A. Hewett. His Excellency afterwards signified his approval of the nomination.

#### IMBECILE PERSONS INTRODUCTION ORDINANCE 1904.

This bill, which became law on 23rd February, 1904, was introduced in the Legislative Council last August under the name of "Imbecile Immigration Ordinance." Its conditions were so onerous that the Chamber strongly opposed each stage in Council through the Acting Representative of the Chamber, Mr. H. E. Pollock, K. C., and the Government were induced to somewhat restrict the proposed liabilities under which Owners, Charterers, Agents, Consignees and Masters of vessels were to be subjected to for landing persons in the Colony who afterwards became lunatic, etc., and a charge on the rates within 6 months of such landing. The period of 6 months was finally reduced to three months, the aggregate expense limited to \$5,000, exemption permitted if it could be proved that such person became lunatic, etc., after embarkation at the port or place from which he shipped and the right given to demand from the Authorities a certificate of refusal of permission to land.

With these concessions the Committee had to be content, but they regard with some concern the recurrent desire of the Government to saddle the shipping interest with expenses which threaten to deprive Hongkong of its advantage as a cheap transshipping port. Your Committee have had in mind throughout their deliberations on this Ordinance that the retention of freedom from direct taxation and the repression of useless restrictions is the policy which the shipping passing through the harbour should be treated if its present volume is to be maintained or increased.

The shipping Firms and Agencies supported the action of the Committee by addressing a petition to His Excellency the Officer Administering the Government in which very strong arguments were brought forward for the withdrawal of the Bill, but unfortunately His Excellency refused to comply with the wishes of the Petitioners.

#### MEMBERS.

The present membership is 144, showing an increase of 8 Firms and Public Companies and 3 private individuals, who now number 117 and 27 respectively.

Messrs. Deacon and Hastings and Edwards, Piry & Co., Ltd., have resigned their membership, and the Holland-China Trading Co. took over the membership of Messrs. Hotz & Jacob & Co.

The following have been admitted to membership subject to confirmation at the Annual Meeting:—

Messrs. Goddard and Douglas, Barretto and Co., Lamke and Rogge, E. C. Wilks and Co., Chun On Fire Insurance Co., Ltd., Shiu On S. S. Co., Ltd., Osaka Shosen Kaisha, Java-China-Japan Lijn, China and Japan Telephone and Electric Co., Ltd., Deacon, Looker and Deacon, Mr. E. H. Sharp, K. C., Mr. G. C. Moxon, and Mr. A. M. Essabhoj.

#### THE GENERAL COMMITTEE.

Since its election at the last Annual Meeting in May last, the only changes taking place have been the temporary substitution of Mr. H. E. Pollock, K. C., for Mr. R. Shewan as *ex-officio* Member in August last, and Mr. C. Michellau having left the Colony in January,

1904, Mr. A. Haupt was invited to re-join the Committee.

#### REUTER'S POLITICAL TELEGRAMS.

Since the last Meeting the Committee have made a contract with the Reuter's Telegram Co., Ltd., for five years at a monthly subscription of \$500.

#### PROPOSED DIRECT PARCEL POST EXCHANGE BETWEEN HONGKONG AND UNITED STATES OF AMERICA.

The Committee have pleasure in reporting that the joint representations of the Chamber, and that of Amoy to the Hongkong Government which were strongly supported by H. E. Sir Henry Blake, and referred to in last year's report, have had a satisfactory issue.

Parcels may now be sent direct from Hongkong by post to places in the United States, and there is little doubt that this service will rapidly prove a great convenience and incentive to trade.

#### ARBITRATIONS.

During the year 8 differences between buyer and seller were referred to the Chamber by Members, and the expert survey reports made on the goods in dispute were in all cases accepted by the applicants.

As one of the objects of the Chamber is to encourage reference to arbitration in trade disputes instead of by redress in the Law Courts, the Committee consider it satisfactory to place on record the increased inclination on the part of manufacturers and merchants in Europe to require surveys to be conducted under the auspices of the Chambers of Commerce.

#### FINANCES.

The Pinnacle Rock Fund amounts with interest to \$4,256.84 and is separately invested, partly in Hongkong Hotel Co. 6 per cent. Debentures purchased on 31st December last at par, and the balance in 4½ per cent. Hongkong and Shanghai Bank Fixed Deposit. No demands have been made on the Fund during the year for discovery of rocks dangerous to navigation.

The income shows a satisfactory increase over that of the previous year, chiefly resulting through the increased membership, but on the other hand the expenditure has been greater. The surplus is \$694.27, bringing the Reserve Fund up to \$12,847.29 at the end of the year.

It will be noted that in order to obtain a larger income in future years, the Bank Deposits on general account have been withdrawn and re-invested on 31st December last in Hongkong Hotel Co., and Hongkong & Kowloon Wharf & Godown Co. 6 per cent. Debentures bearing interest at 6 per cent. and 5 per cent. per annum respectively.

#### ANOTHER FIRE AT THE KOWLOON GODOWNS.

##### NO. 9 GODOWN RAZED TO THE GROUND.

Fire broke out at No. 9 Godown, of the Hongkong and Kowloon Wharf & Godown Co., at about midnight on the 28th ult. The first engine on the scene was that of the Godown Company, and the second an engine from the Naval Yard. The blaze soon spread right over the building, merchandise stored therein being of an inflammable nature. At one corner there seemed to be spirits, or kerosene oil, the fire there showing very fierce. The sky was lighted for miles around, great tongues of fire rising high into the air. Two steamers lying alongside the wharves were covered with sparks it being found necessary to use hoses as a safeguard against their catching fire. Eventually, the fire became so hot, they had to let go their moorings and anchor in the stream. Considering the enormity of the conflagration there were very few spectators, most people at that time being in the "land of dreams." Perhaps there were 300 lookers-on. Engines continued to arrive, the Government fire-boat crossing from Hongkong, and a manual being dragged from the Torpedo Depot. The contents of the building consisted of matches, matting, candles, trusses of hay, and other inflammables.

The roof crashed in at about one o'clock allowing the flames to ascend without obstruction. It was a grand sight, the Brigade and sailors fighting the flames, while marines and Indian regulars kept the public out of the way. An attempt was made to get some of the

merchandise out of the godown, but all they could manage was to rescue a few candles.

The fire was under control by 2 o'clock, there being any amount of water from the different sources.

The Brigade and sailors worked "like niggers," bursting in locked doors with plombs so as to get at the burning stores. The disaster, luckily, was confined to a single block, a one-story building. There were no great explosions, only one or two minor reports evidently due to kerosene tins.

Godown No. 9, Mr. Osborne, Sec. of the Godown Co., states, is insured for \$22,000.00 with Hongkong Fire and China Fire, half each—probably total loss. The fire was caused by fumes from arrack (a rice-spirit from Java) becoming ignited by a gas-lamp. Men were working in the godown at the time of the first ignition when the atmosphere surrounding the arrack suddenly burst into blue flame. Arrack was in course of being landed from lighters *ex s.s. Tjilatjap*, and some of the cases leaked on to the godown floor, thus causing the fumes. The importation of arrack is of comparatively recent date and there seems little doubt that it also caused the fire on 10th.

#### FIRE ON THE "SUNGKIA NG."

At 5.58 p.m. on the 30th ult. Central Police Station got notice by telephone that Messrs. Butterfield and Swire had received a telegram from Waglan Lighthouse, to the effect that the China Navigation s.s. *Sungkian* was flying signals meaning she was on fire. At that time the steamer bore east-south-east, distant some three miles.

The *Sungkian* arrived at Hongkong not long afterwards, and proceeded to Quarry Bay Wharf, where she was met by the fire-boat, in charge of Chief Inspector H. G. Baker. There were six Brigade men aboard the float. The steamer's story briefly is as follows:—

She left Hongkong for Manila on Friday afternoon, with a full cargo of general merchandise and a number of passengers. Next morning—Saturday—when about 100 miles from Hongkong, it was discovered that fire had broken out in No. 3, the after-hold. This contained a great variety of freight, matches included, and it was these that got alight. Other goods in the same hold were cases of Tansan, the boxes and straw of which, of course, were inflammable, bags of sugar and rice, bales of cotton, potatoes and onions. Water was directed on the flames as well as possible, but the fire was difficult to get at, and it gained on the ship in spite of all efforts to extinguish it. There was nothing for it but to put back to Hongkong; so the captain altered his course, pointing the ship's nose in the direct opposite direction to that she had been going. On arriving here and making fast alongside at Quarry Bay the fire-boat extinguished the flames by pumping 12 feet of water into the ship's hold. Next morning this was pumped out, and the vessel proceeded to an anchorage off the Royal Dutch Petroleum Works, where she began to discharge the damaged cargo. A quantity of rice, sugar, and cotton has suffered by water, and an amount of goods, also, were more or less burned. The *Sungkian*, it will be remembered, recently received a thorough overhaul, new decks, and extensive repairs at the hands of the Hongkong & Whampoa Dock Co., at the Kowloon establishment.

#### THE "SADO MARU" AT HONGKONG.

A *Daily Press* representative, from a visit to the Nippon Yusen Kaisha s.s. *Sado Maru* on the 25th ult., gathered some interesting details of her voyage from Europe to Hongkong.

When the war broke out the *Sado Maru* was at London with a general cargo aboard for the Far East. What was to be done? Russian warships, it was said, were infesting the waters of the Mediterranean and Western Islands. Clearly, the voyage to Japan would be a dangerous one. To begin with, all the merchandise was discharged, the vessel subsequently, on the 17th February, going to Cardiff for coal. At the Welsh port she ballasted with



smokeless "black diamonds," leaving for Cape Town on the 28th February.

#### RUNNING THE GAUNTLET.

The steamer, of course, did not advertise her departure, but slipped out of the narrow waters of the Irish Sea into the vast Atlantic almost unknown to anyone. Her Japanese characters on the bow were painted out, while the course taken was a very wide one. Engines were not by any means opened out, but on the other hand the vessel's speed was husbanded, the twin-screws simply churning the water so as to drive her along at a very moderate speed. The engineers, however, had always to be ready for firing-up. Thus, while there were little or no risks of a break-down, the good ship was always prepared to show a clean pair of heels to anything "her own weight"; she could have done 14½ or 15 knots at a push.

#### UNDER COVER OF MIST.

Approaching the vicinity of the Western Islands there was, naturally, great excitement. There had been reports that an enemy's ship was lurking somewhere around Tenerife, waiting to send shell across the bows of any ship flying the "Rising Sun." Luckily the sky became murky and a most agreeable, under the circumstances, "pea-soup" fog set in. Under cover of this no one entertained fears for the vessel's safety, and the danger point was soon passed.

When the weather cleared a long line of smoke showed far down on the horizon, that being the only part of a ship, enemy or otherwise, seen on the voyage.

#### TROUBLESOME NEWSPAPER MEN.

Arriving at Cape Town on the afternoon of the 22nd March the vessel was besieged with reporters from local dailies, all demanding news of the first Japanese merchant steamer to visit the port.

"Yes," said our informant, an Englishman, by the way, "the *Sado Maru* was the first Japanese freighter to point her nose at Table Mountain."

#### A VISIT TO DURBAN.

Orders were awaiting Capt. Anderson to proceed at once from Cape Town to Durban Natal, for bunkering purposes. Steam therefore was kept up, and the anchor was weighed next day. At Durban the ship went alongside, allowing inhabitants to walk aboard by the gangplank. No Japanese steamer had visited Durban before. The people there, fired with admiration for what they were pleased to call the "Oriental Britain," treated the visitors extremely well.

#### THE VOYAGE EAST.

Setting out from Durban on the 30th March Capt. Anderson again used his former caution, going wide of the track of steamers. This circuitous route terminated on the 16th April, when the Sunda Straits were reached. Two days later Singapore showed up, the vessel proceeding on her passage to Hongkong next day, the 19th ult. She is now loading merchandise for Japan, at the Kowloon Wharves.

The report that the *Sado Maru* was chased in the Mediterranean by a Russian cruiser when on her recent voyage home is false. War had not then broken out.

### FIRE BRIGADE EVOLUTIONS.

#### SMART DISPLAY IN HONGKONG.

The Hongkong Fire Brigade turned out for inspection on the 29th ult. at Sutherland Street Compound, off Des Voeux Road, and at the back of the Ko Shing Theatre in Queen's Road. The spot was well chosen for the purpose. A large number of spectators, mostly Chinese, gathered around.

At 2.30 p.m. the men were lined out close up with their backs against the eastern wall. There were some 36 Europeans dressed in blue with red facings and highly polished brass and black glazed helmets, the latter glittering brightly in the sun. Tailed on were some two-dozen Chinamen dressed much the same as the Europeans with the exception that they wore red mushroom hats, similar to those of *lukongs* in the Hongkong Police Force.

Two escapes and several hose-reels had been brought to the place, and other paraphernalia showed up around the corner. The two old engines were on the Praya.

The Captain-Superintendent of Police, Mr. J. F. Badeley, Mr. E. R. Hallifax, Deputy Captain-Superintendent of Police, and Mr. H. G. Baker, Chief Inspector of Police, were dressed much the same as the rest in Brigade uniform.

His Excellency Mr. F. H. May, and Mrs. May, arrived in chairs at about 2.40, being received by Mr. P. P. J. Wodehouse, Assistant Superintendent of Police. Accommodation had been provided for them upstairs on the verandah of a house in Des Voeux Road.

The evolutions commenced with a display in running out despatch-boxes. This was done from two quarters, Messrs. Badeley and Hallifax acting as timekeepers. Each man in turn had to connect, run out one length of hose, fix on the branch-pipe and hand it to an assistant, and run back and go through the motion of turning on the water.

The fire-escapes were then manœuvred. On squad of six men ran the fire-escape up against the building to be operated on, and raised the telescope ladder by means of winches. In the meantime another squad of three men ran out the hose-reel, connected the coupling to the mains, brought the other end of the hose to the ladder, fixed on a branch-pipe, and hoisted it up the ladder to a man already in position. Both fire-escapes, the large one 75ft. long, and the other 62ft., were manipulated, the small one exclusively by Chinese. There were three complete sets of Europeans, and three of Chinese.

Ladder drill came next. On the word go a squad of six ran to a common bamboo ladder, which they hauled up to a house by means of guy ropes. Three other men in the meanwhile manipulated a hose in the same manner as with the fire-escapes.

Finally there was a general display, two escapes and two ladders simultaneously being called into requisition. Six separate lines of hoses were rushed from the Praya, where they were coupled on to fire-engines—there were three fire-engines—two on to each engine. All ready, the pumping was commenced, with the result that a very pretty spectacle was to be seen. Six jets of water, two from branch-pipes held by firemen on top of the escapes, two by men on the bamboo ladders, and two from the ground, sprang into the air, the clear liquid breaking into fine spray towards the top of its ascent. There was a very fair force of water, that from the ground level going sufficiently high to go over an ordinary-sized Des Voeux Road house.

### KOWLOON CITY.

Canton is known as the City of Rams. Kowloon might with more appropriateness be styled the City of Cannons. Everywhere one goes one strikes up against ancient dismantled guns. Indeed, guns are so plentiful in Kowloon City that they are employed even for the ignoble purpose of staying the flag-pole opposite the Police Station. Of all our possessions in the New Territory, Kowloon is one of the most interesting. It is a typical Chinese city within easy hail of Hongkong and it contains within its walls all the picturesqueness and all the insalubrious smells that strike the Westerner. It is interesting to recall the fact that when the New Territory was ceded to Britain in 1898 it was not then contemplated to take over Kowloon City, but when the British Government found out that the Chinese high officials had had their palms oiled in connection with the disturbances that followed upon the taking over of the New Territory, they marked the sense of their disapprobation of the officials' conduct by forcibly taking possession of the city and exercising complete control over it.

Visitors to Hongkong invariably make a point of visiting Kowloon City. It is in miniature a replica of Canton or Fatsan or any of the cities in South China. There one can see life and industry in all their activity and colour. The city itself occupies a position at the head of Kowloon Bay which from a health point of view could not be surpassed. All the year round it is fanned by the sea breezes from Lyemun Pass. When approaching the city from Kowloon the visitor's eye is caught by the wide wall which rises from the plain to the summit of the hill surmounting the city—a hill covered

with huge black weather-worn blocks of granite that would have served as an inspiration for Mr. Crockett's "Riddlings of Creation." When one looks down upon Kowloon City from the eminence of this hill one would very probably guess that the number of its inhabitants was at least a thousand. It is with surprise therefore that one learns that there are no fewer than five thousand people resident there. How on earth they all get domiciled passes human (other than Chinese) comprehension.

In the course of a visit to Kowloon City the other day the writer found out certain things about the place which are mostly unknown to Hongkong people. Of course old residents are aware of the fact that it used to be a gambling-hell before it was taken over by the British. The Chinese who managed the *fantan* shops ran launches free from Hongkong and those who desired a "flutter" could get it without going as far as Macao. Many are the stories told of fortunes lost and won at Kowloon City. It was a common thing in the days before British rule prevailed for roysterers from Hongkong to cross over and venture their all on *tai yat* or *sam fan* as the case might be.

When the British took over the city there was of course a stoppage of gambling and most of the proprietors of these houses cleared out to Macao or Canton. But the houses still remain unchanged. In structure they resemble the *fantan* gambling-hells of the neighbouring Portuguese colony or of the city of Canton, there being a gallery above the table from which those who desire to put money on any number lower down their stakes in a little basket.

As for industries, Kowloon City does not lack in this respect, yet it is difficult to understand how the numerous population find means to subsist upon. There are a vermilion-factory, a samshu (native spirit) factory, fishing, bamboo and rattan shops, silversmith-depots, and general shops galore. The streets are narrow and evil-smelling; pigs and their litters bask at every convenient point, while the town dogs, mangy and otherwise, mostly mangy, infest every court and alley-way and bark defiance at the visitor.

It is rather curious to note that the Chinese have practically deserted the old walled city of Kowloon and taken up residence on the plain between this and the sea. Burton boasts in his Scottish history that Berwick walls could accommodate on their top a carriage and pair. Kowloon City wall—that is to say the wall facing Kowloon Bay—would allow of two carriages and pairs passing each other if they met. The wall is a massive structure and, all along, the ramparts are littered with old guns. The history of Kowloon has never been written, but if it were there is no doubt it would tell many a story of attacks upon the town by the old bloodthirsty China Sea pirates.

There are over a hundred old guns lying dismounted about the place. Mr. May has apparently been awake to the idea of utilising some of these monsters for decorative purpose, for at present five of them are being mounted on the mound alongside the Police Station, and very imposing they should look when put into position.

Inside the walls one meets with nothing but desolation. The houses here have been of a very superior class and the streets are wide and commodious. As a rule the houses have been allowed to go to decay. Even the temple, the home of *Pa Sung*, has been suffered to participate in the general ruin. Where once a mandarin took his afternoon seista in the shade of his own lichee-tree, hens now roost and pigs grunt. As in the case of old Edinburgh of Allan Ramsay's day the population has boiled over into the country beyond the wall, but in contrast to Edinburgh's history they have deserted the walled city for the open country and shown no desire to return to it. Except for a couple of schools in which the boys of the town are taught how to speak their own language, and English, and to mark time and to drill one may say that the walled city is unoccupied. Adjoining it is a city of the dead, and the mouldering walls and falling beams of Kowloon appear to be not out of place in such a neighbourhood. In one of the schools there are paintings on the walls depicting such scenes of Biblical import as the sower that went forth to



sow, Moses raising the serpent in the wilderness, the foolish virgins that failed to trim their lamps, and so on. In the next building one sees ancient pictures of the Yellow Dragon and all his satellites.

It only remains to be said that Kowloon City, however interesting it may be, is not a place to visit at present. Plague is prevalent there and there is a rumour abroad that if the worst comes to the worst the whole central part of the city may be demolished. Apart from the sentimental point of view, there can be no doubt that such a step would not be out of place.

### NOTES FROM THE BOTANIC GARDENS.

The seeds of Basil (*Ocimum viride*) obtained some months ago from the West Coast of Africa have now grown up into small plants and are in flower. A few may be seen in a pot on the lower pedestal on the left as one descends the steps from the Fountain in the Old Gardens. It has a slight interest for Hongkong because it was once thought to be a specific against mosquitoes.

In the Orchid House is a fine plant of *Hemerocallis aurantiaca* var. *major* which Mr. Wallace, of the Hongkong & Shanghai Bank at Amoy, has most kindly brought down for us from his beautiful garden at that port.

The flower-border around the outer edge of the middle terrace in the New Gardens so much resembles in general aspect the old-fashioned herbaceous borders so to be seen in such English gardens as Hampton Court, or in the garden for that matter of any old country house, that one concludes that the actual species must be the same. This is in fact largely the case and shows that the vigour of some of our English flowers is little affected by the Hongkong climate.

### HONGKONG NURSING INSTITUTE.

#### SIR PAUL CHATER'S MUNIFICENCE.

A general meeting of subscribers to the Hongkong Nursing Institute was held at the City Hall on the 27th ult. to discuss the advisability of building a house for the nurse. Those present included Dr. Stedman (chairman), Dr. Jordan, Mr. and Mrs. Pinckney, Mr. and Mrs. Marcus Slade, Mr. H. W. Slade, Mr. and Mrs. Moxon, Mr. Siebs, Sir Paul Chater, Mr. and Mrs. Danby, Lady Goodman, Mr. Harrison, Mr. Kadoorie, Mrs. Goetz, Mrs. B. Wright, Mr. and Mrs. Peter, Mr. Sharp, Mr. Johnstone, Mrs. Hastings, Mrs. Badeley, Mr. Cruickshank, Mr. Gresson, Mrs. Ormiston, Messrs. Tomes, J. H. Lewis, Forbes, Harrison, Smith, and Gibson.

The CHAIRMAN said that he regretted to say that he was the only member of the committee opposed to the scheme of building a house for the nurses, so he would vacate the chair to Dr. Jordan.

Dr. JORDAN having taken the chair addressed the assembly. In the course of his remarks he stated that three years previously a public meeting had been called under the presidency of Dr. Stedman to form a Nursing Institution, to-day called the Hongkong Nursing Institute. With subscriptions they had then been able to bring out two nurses who were housed in the Peak Hospital. In 1902 the Government voted a grant in aid of \$12,000 as a building fund for the Institution. At that time the committee did not think this sum sufficient, and applied to the Government for the amount for purposes of investment, so that the Institution might enjoy the interest on the money. The original arrangement with the Peak Hospital to house and board the nurses had continued for three years, but they had just been obliged to form a new agreement as to board for one year at an increased charge. The old agreement was \$1.50 per diem per nurse while she was off duty and in the Hospital, but the new one was \$2 under similar conditions. Besides, they wanted nurses to be an advertisement for their own institution, not for others. One of the Committee already had in view a site within a few yards of the tramway and with almost no levelling to be done. Messrs. Palmer and Turner deserved thanks for survey-

ing it and drawing out plans free of cost. The Sub-committee then had approached the Government as to the possibility of obtaining the land free of premium and at a nominal Crown rent. The matter was under consideration of the Government and the Committee had every reason to be satisfied with the reception it received from the Officer Administering the Government. Assuming the site came free of premium, the building was estimated to cost \$5,244, and it was proposed it should be a three-roomed bungalow. To get a net return of seven per cent. they required a rental of \$45 per month on an invested capital of \$5714, after deducting Crown rent, insurance and repairs. The Committee reckoned that the annual expenditure in a building of their own amounted to \$3,528, while the income calculated on last year's basis was \$3,481, giving a small deficit of \$47. He would propose the following resolution:—"That this meeting is of opinion that it is necessary in the interests of the Institution that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible."

Mr. M. SLADE in seconding the motion said that if it was not carried it would practically mean that they had no confidence in the Committee.

Dr. STEDMAN rose to oppose the resolution for different reasons. He felt it was being said that he filled the position of proprietor where the nurses lodged, Mrs. Dickson and himself had started the institution, and he had been President ever since the beginning. It was not well, he agreed, for a public institution to have nurses at a private institution, but they could not afford to put them at an hotel. Three years ago when they came out they (the Peak Hospital) offered to put them up at cost price, viz., \$30 a room, and \$1 a day for food, washing clothes, servants, guests and coal. Working the expenses out it was found that each inmate of the Hospital cost \$2.90 per diem, so they came to the conclusion that these nurses were costing them about \$2 a day, and when they asked for \$2 the Committee turned on him like one man and said he was trying to make profit on the Institution. This had led up to the present motion. It had been said that there was no guarantee that prices would not be put up in another year. There was no guarantee. Could they say that prices in the Colony would not go up, or if the Peak Hospital failed, for instance, the nurses would have to go out. They could not look into the future. The building, it was said, could be built for \$5,000. It was to be built on Barker Road, where there was now a five roomed house which cost \$18,000, or \$3,600 a room. That rate made their new home cost not \$5,000 but \$10,800. Their money invested was bringing in six per cent, so they had, also, to deduct that interest in their estimate. With all this expenditure it would cost more than at the Peak Hospital. They would have to make up the deficit from somewhere. Great difficulty had been experienced in getting subscriptions for the Institution. It was an institution for the better class of people, and it was not nice to tout for \$10 subscriptions for the better class. They had had to get subscriptions through their friends. Bachelors did not subscribe because when they got ill they went to Hospital and did not often have nurses in their private homes. If this scheme was put forward more subscriptions had to be got. Nurses, moreover, liked living at the Peak Hospital because they had the company of other nurses. He could not consent to the two nurses living by themselves; they must have someone to live with. The scheme would fail and they would lose the nurses altogether. If they had money to keep a matron he was with the Committee heart and soul.

The matter was then discussed. Boarding houses were found impracticable because they could not afford to let rooms for the number of days occupied, but preferred to let them by the month.

SIR PAUL CHATER said if the new house should even cost \$10,000 he would engage to go

around and collect the deficit. He would personally put in their hands \$5,000 to meet the deficit for the next five years. (Applause).

Considerable discussion between Dr. Stedman and Dr. Jordan followed, when Mr. DANBY interrupting the Chairman said that as Sir Paul Chater in his usual manner had made such a generous offer they had better strike while the iron was hot.

Mr. J. H. LEWIS thought they had better also provide for a matron in the house or there would be a lot of scandal in time.

Finally, after further discussion, the following amended resolution was put to the meeting and carried unanimously:—"That this meeting is of opinion that it is necessary in the interests of the Hongkong Nursing Institution that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible, the success of the enterprise being guaranteed by the generous offer of Sir Paul Chater. Any such scheme that the Committee shall consider is to include provision for a matron."

### NEW TERRITORY NOTES.

[FROM A CORRESPONDENT.]

20th April.

#### CROPS.

The recent rains have been welcomed by the farmers; they have softened the paddy-fields and made ploughing possible. Already much planting of sugar-cane has been carried out, and occasional patches of early paddy are also to be met with.

#### INDUSTRIES.

I notice that "Banyan" in his Hongkong Jottings makes reference to the different New Territory industries of which a return is at present being compiled. Beside the industries he enumerates, there might also be mentioned the bean-cake factories, the salt-panns, and many others lesser industries and trades.

#### SALT-PAN.

The method of making salt is primitive but effective. In the low-lying broad valleys which are covered by the sea at high-water the salt-pans are placed, being of a square shape about ten yards across. The water is allowed to run into the enclosures to a shallow depth, and then the entrance is closed. When the water has been evaporated by the heat of the sun, a thin layer of salt is left on the floor of the pan. This is scraped off, and the filling and drying processes are repeated from time to time as quickly as the water evaporates.

#### ROAD-MAKING.

It is rumoured that a new road is projected by the Public Works Department, leading from the New Road just before it commences to rise up the hill beyond Yau-mati, round by the coast as far as Capsuimun Pass.

#### CAPSUIMUN.

Also I hear it stated that the old Customs station at Capsuimun is going to be tenanted by a police patrol (probably Indians) for that district, and that the Harbour-Master intends to put up a light there to facilitate the navigation of this dangerous channel.

#### TELEPHONES.

It may not be generally known that the whole of the Territory is covered by a complete system of telephones. This is a single-wire line at present and is borne upon wooden poles which have suffered greatly since their erection from typhoons and other climatic severities. The line of poles between Antau and Pingshan (about four miles) is in a bad state of repair and is about to be renewed.

From Shanghai we have received the first number of a fortnightly Jewish paper devoted to the interests of Jews and Judaism in the East. The title given to the paper is *Israel's Messenger*. Among the contents there is a note remarking that the Jewish community in Hongkong has not yet followed the example of their brethren in the faith at Shanghai by forming a Zionist Association, though it is understood that most of the Jewish residents of the Colony approve of the movement. The Association in Shanghai has a membership of nearly 80.



## CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 23rd April.

## HEALTH AND DRAINAGE.

The rains still continue, and cause a good deal of discomfort. The health of Canton is not, however, bad; no cases of plague have been reported, and there is little, if any epidemic disease in the city. The general verdict of the doctors is that the year has so far been remarkably healthy. In Shameen, however, there has been a certain amount of ill-health. Several cases of typhoid fever and dysentery have been reported, and septic throats and fever cases are of frequent occurrence. This is attributed to the underground drainage system, which is to be altered during the year. The Municipal Council have decided to adopt the system of surface drainage which although on the face of it, and indeed generally speaking, less healthy than the other, appears to be better suited to an island built up on sand, where there is constant sinking of the substrata.

## ACCIDENTS.

A blasting accident occurred on the 20th inst. on the railway, and was unfortunately attended with the losses of two lives, and injuries to ten persons. Explosions, on a large or small scale, are, however, not infrequent where Chinese are concerned. On Wednesday a chapel in course of construction in the Sze Pai Lau collapsed, and several people were injured, so that there seems to be "bad joss" at work during this month. It is just a year since the great gunpowder explosion at Wing Chai, which attracted a good deal of attention at the time.

## OFFICIALDOM.

News in the political world is scarce. There are vague rumours that the Viceroy will not remain till the end of the year, but in this case I think "the wish is father to the thought." Among officials Shum lacks popularity. One of his victims, the ex-Namhoi, fled last week from the country to escape the fate which was impending over him.

## AMOY.

[FROM OUR OWN CORRESPONDENT.]

Amoy, 27th April.

## OBITUARY.

The death of Dr. J. McN. Howie at Chang-poo on the 18th inst. of consumption robbed the English Presbyterian Mission of a worker of sterling worth and of unusual ability. Dr. Howie had been for some years in Chang-poo, a town between 30 and 40 miles from Amoy, where his medical advice and skill were much appreciated by the patients who visited his hospital from far and near. He fought long and pluckily against the disease which finally claimed its victim, and showed the real grit that was in him by sticking to his work to the last. A wife and two children are left to mourn his loss. It is not simply his patients and his friends that knew him best that have their hearts filled with sorrow at his death. The native community have been so touched by his self-denial and by the love he has shown in his treatment of the suffering that in every home nearly in Chang-poo and the country round about men speak of him with the highest admiration.

## CONCERT.

By kind permission of Rear-Admiral Grenet, his band from the *Vettor Pisani* gave a concert in the Club Theatre last evening. It is very seldom that Amoy residents have an opportunity of listening to first-rate performances of this kind, and no doubt the Club Theatre would have been filled on this occasion, but unfortunately the weather conditions were not all that they might have been, and this kept many away from hearing the best music we have had in Amoy for a long time. The audience listened with evident pleasure to the skilful rendering of an excellent programme, and showed by their applause their appreciation of the good music they were treated to. The proceeds of the concert were devoted to the Amoy Chinese Hospital.

## WATER POLICE FOR THE I.M. CUSTOMS.

A steam launch was safely brought up from Hongkong the other day, our Harbour Master, Mr. E. Stevens, being in charge of the small craft, which proceeded under her own steam the whole way up. In addition to ordinary Customs purposes the I.M. Customs will use this launch for police work, aided by a couple of gigs. Until recently the wily Chinese water thief has pursued his nefarious calling unblushingly, meeting with but little interference, and owners of cargo aboard have been considerable sufferers. In future the new police will apprehend any of the thieving fraternity or other law-breakers that may come under their observation, and ships' officers can also hand over offenders to their charge, knowing that they will be sent to the proper authorities for punishment—Consular warrants being first obtained when necessary. Any vessel desiring the assistance of the Amoy Customs Water Police should fly the international code flag A. A customs notification on this subject was published yesterday.

## NAVAL ITEMS.

S.M.S. *Thetis* left for Shanghai on the 18th inst. S.M.S. *Tiger*, which arrived from Foochow on the 19th inst., left for Hongkong on Monday last. Arrivals are the Italian cruiser *Vettor Pisani*, with Rear-Admiral Grenet on board, and the *Marco Polo*, both vessels from Woosung, the former arriving on the 22nd inst. and the latter yesterday.

## MANILA NOTES.

## THE LUKBAN CASE.

Judge Winthrop has handed down his decision in the case of the United States v. Vicente Lukban and Cayetano Lukban. The court found them guilty in the manner and form of the indictment. He sentenced the defendants to five years' imprisonment each, a fine of one thousand dollars each, and between them to pay the cost of the prosecution.

The defendants appealed to the Supreme Court and were admitted to bail in the sum of eight thousand dollars each.

Dr. Justo Lukban, practising at Wyndham Street, Hongkong, is a brother of the two defendants, and, it will be remembered, is accused of giving Ricarte, the Filipino outlaw, money to assist him to return to the Philippines. The Supreme Court proceedings will be interesting.

## A LAKE LANAO GUNBOAT.

Mr. D. Trumbull, engineer for Farnham, Boyd and Company, is going to Mindanao to superintend the setting up of the gun boat on the lake.

## FRANK JOHNSON.

The Veteran Army of the Philippines has again come to the front in the matter of looking after its soldier dead. It has been informed that one of its members, Frank Johnson, died at the legation hospital in Canton several weeks ago, and efforts will be made to have the remains returned to his home in the United States. Johnson was formerly engineer of the fire department at Manila, and was a member of Lawton Post, No. 1, V.A.P. He came to the islands as a member of the 1st Washington Volunteers in 1898, and when that regiment was returned home he cast his lot among those who had decided to remain in the Orient. Later he went to Canton, where he was employed as an engineer on the Canton-Hankow railroad.

## CUSTOMS APPEALS.

Several important decisions have just been handed down by the Court of Customs Appeals. One of the decisions deals with a protest made by the firm of Messrs. Warner, Barnes and Company against classification made of a steam separator. The separator had been classed "as other machinery and detached parts not otherwise provided for." The court held that a separator used in a sawmill was not dutiable under the rules as it is sawmill machinery.

## THE MULE CASE.

C. M. Hulet, charged with being one of the parties who had committed fraud upon the Government in the acceptance and purchase of mules for the use of Manila City, pleaded not guilty. The arrests in the case were made some months ago, when it was stated that four mules in a lot of thirty-six that were inspected and

accepted were not sound and not worth the price that was being paid for them. Several witnesses were examined, and stated that as a lot the thirty-six mules were worth the price paid, an average of one hundred and fifty dollars each, as some were worth much more than that figure and others less. The case was adjourned.

## A PROPOSED PARK.

The municipal board has taken up the matter of making a park out of the exposition grounds, on Calles Padre Faura and Herran, Malate, which was proposed some time ago by the insular Government. The insular Government was willing to give the ground if the city would maintain it as a park. The secretary of the board has been authorised to inform the executive secretary that if the ground in question is to be devoted to school purposes, the city is willing to maintain a park about the buildings, but if the ground or any part of it is to be used for hospital purposes, the city is not inclined to make the improvements suggested, as the park would not be available for popular use.

## SUPREME COURT.

Monday, 25th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE.)

## CLAIM AGAINST HANKOW MERCHANT.

Chan Yuk Chuen, merchant, 48 Bonham Strand, claimed under a writ of foreign attachment the sum of \$5318 due by Cheang Yu Hong, merchant, Hankow. Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker & Deacon, solicitors), appeared for the plaintiff.

His Lordship asked if there had been a writ of summons served on the defendant?

Mr. Slade answered No; the expense of serving a writ at Hankow was so great.

His Lordship remarked that it was not usual to begin on a writ of foreign attachment in that way.

Mr. Slade admitted that it was unusual. But in this particular case they had told the defendant by letter that they were going to attach his property, so he knew all about it—he knew everything.

His Lordship—You are proceeding under Section 469?

Mr. Slade—Yes. Continuing, he said that on 23rd July, 1903, defendant owed plaintiff in respect of transactions between them a balance of 19,211 taels. Between that date and the 11th September plaintiff sold goods for the defendant to the value of 15,382 taels and retained the proceeds. Deducting these proceeds from the original sum due there was still due 3829 taels, equal to \$5318. It appeared that the plaintiff acted as agent for defendant here in Hongkong since about 1890, and very large transactions had passed between them. In the middle of last year the account between the parties stood at 19,211 taels in favour of the plaintiff. In July plaintiff sent in an account to the defendant showing the state of the account between the parties. On receiving this account the defendant in reply wrote a letter in which he admitted that he owed money to the plaintiff though he did not specifically mention the amount, but asked for time and suggested that the amount of goods in the hands of the defendant would be enough to settle the account and leave a balance in his favour; if that did not turn out to be so he hoped they would give him time to pay off the balance due. As a matter of fact it turned out that these goods when sold were not sufficient to pay off the whole of this sum of 19,211 taels; the balance outstanding was now being sued for in this action.

Lam Li Kok, manager of the Yee Shun firm of which plaintiff is sole partner, proved the account.

Li Yu Mui, garnishee, deposed that he was in possession of 2881 taels belonging to the defendant.

His Lordship gave judgment for the plaintiff with costs, and directed that execution be issued against the whole of the property attached.



## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH  
(PUISNE JUDGE).

## AN AUSTRALIAN CONTRACT.

Wun Koon Kwai sued Chun Soong for the equivalent of \$567.50.

Mr. F. X. d'Almada e Castro, solicitor, appeared for the plaintiff. He stated in opening the case that some time in June or July last both parties were resident in Geraldton, North Queensland. Defendant asked plaintiff if he would like to invest money in a share in a certain firm in Hongkong, the share to cost £50. Plaintiff consented and handed over the money which was duly despatched to Hongkong, the agreement being that he should get a share certificate or book or else that the money be returned. In November defendant left Geraldton and came to Hongkong. A few months afterwards plaintiff also came over to Hongkong and asked defendant for his share scrip. Defendant replied that he had not got it. Plaintiff then asked for his money back, and defendant told him the money was all lost as the firm into which it had been put had smashed. He now sued for its recovery.

His Lordship after hearing evidence gave judgment for the plaintiff with costs.

Wednesday, 27th April.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH  
(PUISNE JUDGE).

## A WASHERMAN'S CLAIM.

The Chow Kee firm of washermen, 13, Jardine's Bazaar, sued B. H. Macke, Hotel America, for \$47.66 in respect of washing 2,383 pieces of clothes, between 2nd and 23rd February last, for the defendant. Mr. D. V. Steavenson, of Messrs. Deacon, Looker and Deacon, solicitors, appeared for the plaintiff, and Mr. P. W. Goldring, of Mr. J. Hastings, solicitor, for the defendant. The defence was that the bill was for the washing for the hotel, of which defendant was not the proprietor, but was only a resident there.

His Lordship after hearing evidence gave judgment for the defendant with costs.

Thursday, 28th April.

## IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M.  
GOODMAN (CHIEF JUSTICE).

## AN IMPRISONED BANKRUPT.

Mr. John Hays, of Messrs. Johnson, Stokes and Master, solicitors, appeared in support of an application for the release from prison of Lau Yuk Lam, whom his Lordship had sent to prison on the 21st inst. for contempt of Court in failing to file a statement of his affairs within the required time after he had been adjudged bankrupt. Mr. Hays said he was informed by the Official Receiver that a statement of affairs had now been filed. Security in the sum of \$500 would be required by the Official Receiver from the debtor's brother.

His Lordship remarked that it was very singular that as soon as this man was sent to prison he could give a statement of his affairs, which he could not give when he was a free man.

Mr. Hays said that of course the application for the release of the debtor was not in his interests at all as he represented the petitioning creditor, but he had no objection at all to his release on security being given.

His Lordship referring to the affidavit which had been filed said it was there stated that the debtor's brother had deposited \$500 as security for his appearance in these proceedings and he had also agreed to enter into a bond in the further sum of \$500 for the bankrupt's due appearance whenever required. Well of course he had committed the man for contempt of Court only a week ago. He did not wish to keep him an unnecessary length of time in prison, but to mark his sense of the impropriety of the debtor's conduct he would allow him to come out of prison on the 4th prox. on condition that the sum of \$500 was duly deposited and the bond made before that date.

CLAIM FOR COSTS IN THE R. A. COLLINS  
BANKRUPTCY CASE.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors, said he had filed an application on behalf of the judgment creditor in the R. A. Collins bankruptcy, claiming costs of the estate in priority as that which was given to the costs of a petitioning creditor. Quoting the Ordinance, Mr. Looker argued that the principle of the law was that where a creditor had at his own expense and on his own account taken proceedings and incurred costs which had resulted in the property being preserved for the benefit of the general creditors, it was only right and fair that the costs he had taken upon him to preserve that property should be paid in priority to the other debts of the creditors, because through the institution of these proceedings all the creditors got the benefit of the property so preserved. His client had got judgment against the debtor, but had stayed execution to give him time to lodge an appeal that he had intimated he was about to make; but instead of doing this he went behind their backs and got a receiving order upon depositing \$500. There was a scheme of composition under which the bankrupt was to pay off all his debts at the rate of \$50 a month which would take about two years. If that was duly carried out, and if the debts were paid it was to the benefit of the creditors, and that benefit was the result of the proceedings his client took.

His Lordship was of opinion that the case did not fall within the terms of the Ordinance which dealt with this matter. The object of the Ordinance was very clear. If a man brought an action and issued execution and seized a quantity of goods of the debtor which otherwise the debtor might have done away with, and by means of taking these things he had secured them, and then the bankruptcy ensued and these goods were now available for division among the creditors, it was only right and proper that the active creditor who had preserved these goods in that way should have the costs of his action in priority because he had added to the amount of the estate. In his opinion in this case nothing of the kind had been done. With regard to the \$500 it was not preserved by the plaintiff in that action at all; he required it to be deposited because he was not satisfied that there were not any assets. He did not think Mr. Looker's application came within the letter or the spirit of the Ordinance, and therefore he must decline to grant it.

## COMPOSITION APPROVED.

In the same case, Mr. O. D. Thompson, solicitor, applied for his Lordship's approval of a proposal by the bankrupt, R. A. Collins, to pay \$50 a month until all the debts were paid. The scheme had been accepted by a majority of the creditors representing more than three-quarters of the amount of the debtor's liabilities.

His Lordship granted the petition.

Addressing Mr. Bruce Shepherd, the Official Receiver.

His Lordship said—I gather that you did not approve of Mr. Looker's application?

Mr. Bruce Shepherd—No, your Lordship. He wanted to argue the principle although the act of issuing execution had not been done.

The Court adjourned.

THE "BALLAARAT"—"CHANGON"  
COLLISION.

## ARBITRATOR'S JUDGMENT.

The following is Sir Hiram S. Wilkinson's judgment in the matter of the arbitration between the owners of the P. & O. S. Ballaarat and the owners of the s.s. Changon:—

In this case I find both vessels to blame. First, with regard to the case against the Ballaarat. It is alleged on behalf of the Changon that the Ballaarat, among other faults, failed to comply with the rules relating to the navigation of the Woosung Inner and Outer Bars which are laid down in Harbour Notification No. 1 of 1904, and which require a vessel proceeding against the tide to hold back to allow a vessel proceeding with the tide to pass. It was contended on behalf of the Changon that the Ballaarat ought to have seen the Changon over the land in time to hold back before

coming to the Gas Buoy. But the Assessors, having at my request worked out the respective times and positions of the two vessels, advise me that the Ballaarat could not be expected to have seen the Changon in time to hold back before beginning to cross the bar, and that after that she could not with safety hold back until the Gas Buoy had been passed. But I have arrived at the conclusion that if a better look out had been kept on the Ballaarat the Changon would have been seen from the bridge of the Ballaarat before she was seen, and those on board the Ballaarat would have been more ready to meet the emergency which arose; but even if the Changon could not have been seen before she was seen, the Assessors are of opinion, and I concur in and adopt their opinion, that after she was seen there was time for the Ballaarat to take measures to prevent the collision. The Assessors consider that the Ballaarat could have anchored as soon as she had got past the Gas Buoy, and those on board of her ought in the circumstance to have anchored, when it was found that her head was being carried up by the tide. If they had done so, there would have been time then for the Changon to have avoided the collision, and she would have been in a better position to do so than that in which she was placed by the Ballaarat keeping on.

Counsel for the Changon also urged strongly the impropriety of the sounding of two short blasts on the Ballaarat while she was still under a hard a-port helm in an endeavour to get her head round to starboard. I am of opinion that this was a most improper signal to give under those conditions. It is said that this did not mislead the master of the Changon, and this is to a certain extent correct. He knew that the Ballaarat was not going to the starboard side of the channel by choice. But the signal led him to do what it was intended to lead him to do, and what otherwise he would not have done. Instead of continuing to go over, or keep over, to the starboard side of the channel, he made an effort to go over to the port side. He gave orders for his helm to be put hard a-starboard, his starboard engine to be put full speed astern, and, although he almost immediately afterwards reversed those orders, yet time was lost, and I am advised that but for the delay which those orders occasioned he would probably have got out of the Ballaarat's way. The Master of the Changon was asked why he did not give the orders intended to turn his head to port and to go over to port, a chance, and he said: "I did not think I ought to run the risk. It is true I was on the starboard side of the Ballaarat, but I was on the starboard side of the fairway, and I did not know when the Ballaarat's bow was going to swing round into the fairway." If he had given the orders a chance as suggested I agree with what was urged by Counsel for the Changon that he might have failed—and probably in the circumstances would have failed—to get out of the way, and in that case a much more serious catastrophe might have occurred.

The signal intended to mean that the ship's head was being directed to port ought not to have been given when every effort was being made to direct her head to starboard, simply because those efforts were for the moment unavailing. As a fact the ship was not under command, and if any signal was to be given it was a signal which would have been a proper signal to indicate that she was not under command. The signal prescribed by the Regulations is that laid down in Article 4 (a), namely, two black balls or shapes each 2 feet in diameter carried in a vertical line one over the other not less than 6 feet apart where they can be best seen. This is the signal for vessels in the day time when they can be seen. But if such signal is not ready, I am informed by one of the Assessors with local knowledge that there is a signal very frequently used, and which it would appear from reported cases is sometimes used elsewhere, that is a continuous succession of short blasts on the whistle. How far that would in all circumstances be held to be a proper signal, it is not necessary to stop and consider. It would, however, I am advised, be understood by those on board all local steamers, and the fact of giving such a signal would have brought home to those on board the Ballaarat the necessity of taking precautions, such as anchoring, a precaution which, as I have



said, the Assessors consider they could have taken and ought to have taken.

But I am of opinion that the Changon was also to blame.

I am advised that the Changon ought to have anticipated meeting the Ballarat about the bend of the Bar, if the Changon kept on, and ought to have avoided that by holding back. The Master of the Changon as a fact did anticipate the two vessels so meeting when he sounded the blast on his siren between the Lismore Light and the Fort Buoy. He says he came on because he did not know whether the other vessel might not be holding back and waiting for him. But as he came on he saw that the other vessel was not holding back, and even if he had in his mind the Local Regulation which requires a vessel proceeding against the tide to hold back to allow a vessel proceeding with the tide to pass, the moment he perceived that, from whatever cause, the vessel coming down was keeping on he ought, when able to do so, to avoid meeting her at a place like the bend of the bar which he ought to have known was a place where difficulties might arise, or which, in his own words, is rather an awkward place. But more than this—having made out that the vessel was a P. & O. steamer, and was able therefore to judge that she was a large steamer, I am advised that he ought to have known that from the time that she began to cross the bar, and for some time before, with the wind blowing from the N. E., her holding back would have been attended with very great difficulties, and might have resulted in seriously obstructing the channel. It is not a question of a large steamer having any different right from a small steamer. It is merely a question of what under particular circumstances a large steamer can, by an approaching vessel, be expected to accomplish, and in this case the Changon ought not to have expected the Ballarat to be able to hold back until after she had passed the Gas Buoy. It is to be observed that there was no obligation on the Changon to come on even if she had thought that the Ballarat could hold back. She would not, by holding back at the time when I am advised that she ought to have held back, have been breaking any regulation requiring her to come on. At most it was a right which the Changon had to come on, and it has been laid down that one has no right to stand in a difficulty upon a right, though it may be a perfectly good right, regardless of the safety of others, and that, although there may be a rule of the sea, yet a man who has the management of one ship is not to be allowed to follow that rule to the injury of a vessel of another where he could avoid the injury by pursuing a different course.

By going on the Changon placed herself and the Ballarat in a position which was likely to lead to a collision, and for this she is to blame.

The Assessors are also of opinion and I concur in that opinion that those on board the Changon were also to blame in failing to take proper steps to secure that the wheel was properly manned and that the engines were properly manned.

Each side will pay half of the Court fees and half of the Assessors' fees, and otherwise each side will bear their own costs.

(Signed) H. S. WILKINSON.

Supreme Court,  
Shanghai, 14th April, 1904.

### THE KOWLOON LAND AND BUILDING Co., LD.

#### CONFIRMATORY MEETING.

An extraordinary general meeting of the shareholders of the above Company was held at the office of the Company at noon on the 26th ult. for the purpose of confirming the special resolutions which were passed at the extraordinary general meeting of shareholders on the 9th instant. There were present Messrs. T. H. Reid (chairman), A. Rodger, T. F. Hough, E. B. Shepherd, W. H. Gaskell, S. J. Michael, M. S. Northcote, and A. S. Hooper (secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said that the meeting had been called to confirm the special resolutions which were passed at the extraordinary general meeting of shareholders on the 9th instant.

Mr. S. J. MICHAEL proposed that resolution A be confirmed, viz, in Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

Mr. M. S. NORTHCOTE seconded and it was agreed.

Mr. S. J. MICHAEL proposed that resolution B be confirmed. In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

Mr. E. B. SHEPHERD seconded, and it was agreed.

Mr. S. J. MICHAEL proposed that resolution C be confirmed. In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

Mr. M. S. NORTHCOTE seconded and it was agreed.

That was all the business.

### HONGKONG GYMKHANA CLUB.

#### FIRST MEETING.

Patrons.—His Excellency F. H. May, C.M.G. (the Officer Administering the Government); His Excellency Vice-Admiral Sir Gerard Noel, K.C.B.; His Excellency Major-General Villiers Hatton, C.B.; Rear-Admiral The Hon. A. G. Curzon-Howe, C.B., C.M.G., C.V.O.; Commodore C. G. Dicken, R.N.

Committee.—The Stewards of the Hongkong Jockey Club (*ex-officio*): P. Alderton, Esq.; W. A. Cruickshank, Esq.; T. F. Hough, Esq.; F. H. Lyon, Esq., R.N.; Capt. Nugent, R.A.; W. J. Gresson, Esq.

Clerk of the Scales.—F. H. Lyon, Esq., R.N. Judge.—H. P. White, Esq.

Starter.—G. C. C. Master, Esq.

Second Starter.—W. W. G. Ross, Esq.

Timekeeper.—J. R. Michael, Esq.

Hon. Secretary and Treasurer.—F. B. Deacon, Esq.

The Hongkong Gymkhana Club held their first meeting at Happy Valley on the 23rd ult. commencing at 4 p.m. There were in all six races. At the outset the weather was wet and overcast, but later clear blue patches of sky showed between the murky clouds, things becoming more agreeable. The ground, in consequence of recent rains, was very heavy, times as a result being poor. The number of spectators was not great, many being kept away by the wet. Betting, in a small way, was carried on to one side of a refreshment room conducted by the King Edward Hotel. The pari-mutuel on Saturday only collected money for winners. While dividends were not startling they were all fairly substantial, especially when it is remembered that the capabilities of the various horses are generally known. On the arrival of His Excellency the Officer Administering the Government the band—that of the Sherwood Foresters, under Bandmaster Bradley—struck up the National Anthem. In the course of the afternoon they rendered the following programme:—

1. Two Step..... "Anona"..... Grey
  2. Overture..... "La Sirene"..... Auher
  3. Selection..... "A Country Girl"..... Monckton
  4. Valse..... "Sympathie"..... Mezzacapo
  5. Spanish Dance..... "La Paloma"..... Yradier
  6. Selection..... "Plantation Songs"..... Chambers
  7. Gavotte..... "Immer Wieder"..... Vandervill
  8. Valse..... "Reine du Danube"..... E. J. J.
- Regimental March..... "The Young Guard."

The results were:—

THE GRANTHAM CUP.—Presented by Hart Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for inches as per scale. Unplaced runners allowed 5lbs. Jockeys that have won an official race in Hongkong or China 2lbs. extra; non-winning Jockeys allowed 5lbs. Entrance \$5. 5 Furlongs.

- Mr. W. G. Clarke's Standard, 10st 10lb ... (Mr. Clarke) 1
- Mr. E. Howard's Teetotum, 10st 3lb ... (Mr. Gresson) 2
- Mr. J. Paterson's Zufall, 10st 12lb ... (Mr. Johnstone) 3
- Mr. Alleynian's Modesty, 10st 12lb ... (Mr. Gillingham) 0
- Mr. H. S. Gaskell's Arranapogue, 10st 7lb ... (Mr. Gaskell) 0
- Mr. H. A. MacIntyre's Persistence, 10st 5lb ... (Mr. MacIntyre) 0

Mr. Godfrey Master's Lumberer, 11st 3lb ... (Mr. Alderton) 0

Mr. N. H. Rutherford's Mongoose, 10st 5lb ... (Mr. Robertson) 0

The eight ponies started off in company, Standard leading, Arranapogue second. At the Black Rock Teetotum and Zufall challenged for second place, and at the bend the order had assumed that of the finish. Teetotum challenged the leader in the straight, but without result. Time, 1 min. 21 secs. Pari-mutuel, \$23.

THE EAST POINT CUP.—Presented by the Hon. C. W. Dickson. For all China ponies weight for inches as per scale. Winners of an open race or open griffin race 5lbs. extra; non-winning subscription griffins allowed 5lbs. Jockeys' penalties and allowances as per Race No. 1. Entrance \$5. From the two-mile post once round and in.

- Mr. John Peel's Ca Canny, 11st ... (Mr. Johnstone) 1
- Mr. Percy's Discord, 11st 5lb ... (Mr. Alderton) 2
- Mr. A. Babington's Rocket, 10st 12lb ... (Mr. Gresson) 3
- Mr. G. H. Edwards's Sylph Rose, 10st 2lb ... (Mr. Clarke) 0
- Mr. J. R. Gillingham's Kid, 10st 12lb ... (Mr. Gillingham) 0
- Mr. W. Inglis's Eclipse, 11st 4lb (Mr. Inglis) 0
- Passing the judges' stand for the first time Eclipse had the lead, Rocket second, Sylph Rose third, and Ca Canny fourth. Kid fell a long way behind. Eclipse, ridden furiously, continued to make the running, being "played out" and easily overtaken in the Straight. Ca Canny won by about a length. Time, 2 min. 28 secs. Pari-mutuel, \$9.50.

THE "ICHIBAN" Cup.—Presented by G. C. C. Master, Esq. Hurdle race. For all China ponies. Weight 11 stone. Jockeys' penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning jockeys. Entrance, \$5. From the grand stand, twice round and in.

- Mr. J. Lewis's Starling, 11st 2lb ... (Mr. Alderton) 1
- Mr. G. Cooper's Chantauqua, 11st 2lb ... (Mr. Cooper) 2
- Mr. J. Johnstone's Ben Wyvis, 11st 2lb ... (Mr. Johnstone) 3
- Mr. J. R. Michael's Pink Rose, 10st 12lb ... (Mr. Gillingham) 0
- Mr. W. R. Robertson's Digby Grand, 11st 2lb ... (Mr. Mackie) 0
- Starling at first took the lead, with Chantauqua and Digby Grand following closely. Pink Rose shortly after the commencement fell behind, seeming to lose her wind. The jumping was very poor at first, but improved with time. Pari-mutuel, \$14.60.

POLO PONY SCURRY.—For a Cup presented by the Club.—Open to all bona fide polo-ponies passed as such by the Committee of the Club. Catch weights not less than 11 stone. Best of three heats, to be run without dismounting, each from the distance post in. Entrance \$5.

- Mr. H. J. Gedge's Punch, 11st (Mr. Gresson) 1
- Mr. J. Johnstone's Vanity, 11st ... (Mr. Johnstone) 2
- Mr. Carruthers's Belle Helene, 11st ... (Mr. Cruickshank) 0
- Mr. H. J. Gedge's Judy, 11st 9lb (Mr. Gedge) 0
- Mr. J. F. Knox's Wallflower, 11st 3lb ... (Mr. Knox) 0
- First Heat: 1, Vanity; 2, Belle Helene; 3, Punch.
- Second Heat: 1, Punch; 2, Vanity; 3, Belle Helene.
- Third Heat: 1, Punch; 2, Vanity; 3, Judy. Pari-mutuel, \$17.50.

THE GYMKHANA CLUB CHALLENGE CUP.—Value \$—, (not less than \$200). For all China ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the



race to carry 5lbs. extra for each win in subsequent starts for the Cup; penalties accumulative up to 15lbs. Five to start or no race. Entrance \$5, to go in the purchase of a memento to the winner of each race. One mile.

Mr. John Peel's Ca Canny, 11st	(Mr. Johnstone)	1
Mr. W. G. Clarke's Standard, 10st 5lb	(Mr. Clarke)	2
Mr. Percy's Discord, 11st 5lb	(Mr. Alderton)	3
Mr. A. Babington's Rocket, 10st 12lb	(Mr. Gresson)	0
Mr. W. Inglis's Eclipse, 11st 4lb	(Mr. Inglis)	0
Mr. J. H. Lewis's Muscatel, 11st	(Mr. Gillingham)	0

Passing the Stand Eclipse had a good lead, Discord and Muscatel following neck and neck. After passing the Football Stand Standard and Ca Canny beat Muscatel for third place. Towards the village Ca Canny drew ahead, with Standard second, Discord third.

Time, 2 min 16 3/5secs.

Pari-mutuel \$9.80.

THE "PRIMROSE" CUP.—Presented by J. H. Lewis, Esq.—For all China ponies that have won no flat race of any description since the 1st January, 1904. Weight for inches as per scale. To be ridden by jockeys that have not won an official race in Hongkong or China. Entrance \$5. Half mile.

Mr. G. H. Edwards's Sylph Rose, 10st 12lb	(Mr. Clarke)	1
Mr. H. S. Gaskell's Arranapogue, 10st 12lb	(Mr. Gaskell)	2
Mr. J. Paterson's Zufall, 11st 1lb	(Mr. Knox)	3
Mr. Alleynian's Modesty, 11st 0lb	(Mr. Gillingham)	0
Mr. E. Howard's Teetotum, 10st 6lb	(Mr. Deacon)	0
Mr. H. A. Macintyre's Persistence, 11st 1lb	(Mr. Macintyre)	0
Mr. N. H. Rutherford's Mongooe, 10st 11lb	(Mr. Lyon)	0

Sylph Rose won this, the last event, after a good contest. Arranapogue was second, Zufall third.

Time, 1 min. 3-2/5 secs.

Pari-mutuel \$10.60.

## ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the quarterly meeting held at Happy Valley from the 23rd to the 25th April, 1904:—

### MCEWEN CUP.

Mr. A. Broe e Smith	91	—	11	=	80
Dr. Martin, R.N.	87	—	6	=	81
Mr. C. M. G. Burnie	83	—	1	=	82
Mr. E. V. D. Parr	92	—	10	=	82
Mr. G. A. Parker, R.N.	90	—	6	=	84
Mr. J. Rodgers	96	—	12	=	84
Mr. T. C. Gray	100	—	16	=	84
Mr. E. J. Grist	88	—	3	=	85
Mr. C. H. Grace	99	—	14	=	85
Mr. W. Taylor	103	—	18	=	85

30 entries.

### BOGEY AND MARTIN CUP.

Mr. E. J. Grist, receives 2 strokes...	all square
Dr. Gibson, rec. 8 strokes...	"
Mr. E. V. D. Parr, rec. 8 strokes one down	"
Mr. A. Brooke Smith, rec. 8 strokes	"
Mr. T. C. Gray, rec. 12 strokes	"
Mr. J. Rodgers, rec. 8 strokes	3 down

28 entries.

### POOL.

Dr. W. L. Martin, R.N.	87	—	6	=	81
Mr. C. M. G. Burnie	83	—	1	=	82
Mr. E. V. D. Parr	92	—	10	=	82
Mr. J. Rodgers	94	—	12	=	82
Mr. L. D. Thomas	101	—	19	=	83
Mr. T. C. Gray	100	—	16	=	84
Mr. E. J. Grist	88	—	3	=	85

In the third round of the tournament now progressing for the Golf Championship of the Colony two important matches were played on Sunday. The results were:—T. S. Forrest beat E. J. Grist (4 and 2); C. W. May beat C. M. G. Burnie (2 and 1).

The competition for the annual Captain's Cup is nearly completed, Dr. Drew, R.N., having reached the final and having to play the winner of J. E. Lee and T. C. Gray.

## LAWN TENNIS.

### H.K.C.C. TOURNAMENT.

The position up to date is:—

#### DOUBLES HANDICAP.

Second Round:—Boggan and King scratched to Pinckney and Grist; G. H. Potts and E. Deacon beat Pye and Bell; Beattie and Manning beat Gittins and Dixon; Wood and Gale scratched to R. and H. Hancock; Martin and Strickland beat Orme and Fletcher; Atkinson and Smith beat Hallifax and Newland; Beavis and Rouse beat H. A. Seth and H. M. Bain; Murphy and Boyd beat Sayer and S. A. Seth. Scott and Gillingham beat Loureiro and H. D. Bain; Boyd and Smith, R.A., beat Hooper and Knyvett; Edwards and Ward beat Bird and Birbeck; Craig and Holyoak beat Stodart and Goldring; Tozer and Grimble beat Kirkpatrick and Miles; Humphreys and Pearce beat Wodehouse and Swan.

Third Round:—Martin and Strickland beat Gray and Dartnell, 6—0, 6—3; Atkinson and Smith beat Beavis and Rouse, 8—6, 6—3; Beattie and Manning beat G. H. Potts and E. Deacon.

Fourth Round:—Martin and Strickland beat Atkinson and Smith, 7—5, 6—1.

#### SINGLES HANDICAP (CLASS A).

Second Round:—H. W. Slade scratched to H. Pinckney; W. J. Newland beat C. E. H. Beavis; L. Murphy beat J. H. Swan; R. Hancock beat J. R. Wood; A. Boyd beat G. N. Orme; E. G. Barrett scratched to P. R. Wolff; E. Deacon beat A. B. Rouse; E. Humphreys beat H. Hancock; E. R. Hallifax beat R. E. O. Bird; W. L. Martin beat A. G. M. Fletcher; H. Humphreys scratched to A. Humphreys; P. Strickland beat P. R. Scott; A. C. Butt beat Whyte, R.A.; E. J. Grist beat J. Hooper; H. W. Smith, R.A., beat T. S. Pearce.

Third Round:—L. Murphy beat W. J. Newland; A. Boyd beat P. R. Wolff; E. Humphreys beat E. Deacon; E. R. Hallifax beat W. L. Martin.

#### CHAMPIONSHIP.

Second Round:—A. Humphreys beat H. Humphreys; P. R. Wolff scratched to R. Hancock; W. L. Martin beat C. A. Parker; P. Strickland beat A. C. Butt.

#### SINGLES HANDICAP (CLASS B).

Second Round:—R. B. Beattie beat W. E. Craig; L. E. Dartnell beat W. King; R. Boggan beat T. C. Gray; W. S. Allen beat R. Birbeck; R. Manning beat S. A. Seth; P. K. Knyvett beat A. G. Ward; C. P. Chater beat H. M. Bain.

Third Round:—R. B. Beattie beat L. E. Dartnell.

#### PROFESSIONAL PAIRS.

Second Round:—Grist and Beavis beat Wodehouse and Orme; R. Hancock and Slade beat Kirkpatrick and Miles, R.A.; A. and E. Humphreys beat Butt and Parker; Boyd and Smith beat Pinckney and Scott; Martin and Strickland beat Beattie and Manning; Atkinson and Smith beat H. Hancock and Chater.

Third Round:—Atkinson and Smith beat R. Hancock and Slade.

## ROWING.

### V.E.C. SCRATCH RACES.

Members of Victoria Recreation Club pulled off two four-oared scratch races on Saturday. A secretary's launch left Blake Pier, with rowers and spectators, at 3 o'clock, and afterwards followed the races. The Pacific Mail launch, with Mr. H. A. Burke and Mr. H. Hobbins (Vice-Consul at Hongkong for the United States), watched the first race. Mr. Hazeland's sailing-yacht *Seagull* cruised around the vicinity. Another steam-launch, also, was the Starters' launch. A Police launch kept the course clear. Starters were Messrs. G. A. Caldwell and E. W. Mitchell.

Judges, Messrs. F. D. Bain and T. Meek in the first race, Messrs. F. D. Bain and A. Chapman in the second race.

#### THE FIRST RACE.

The first race commenced at 3.30 o'clock. *Shamrock* had the inside berth, her course being slightly calmer than the others. *Thistle* was at No. 2 Station, *Rose* at No. 3.

*Shamrock* got a bad start. *Thistle* secured a slight lead at the outset, the three boats next drawing level. *Rose* fell behind. *Shamrock*

spurred ahead of *Thistle*, assuming a lead by about a length. *Rose* fell to about two or even three lengths behind. This was the position at half-mile. Towards the finish *Rose* recovered lost ground, the three boats, to borrow a turf expression, going neck-and-neck. A most exciting race and a close finish. The result was:—

<i>Thistle</i>	1
<i>Rose</i>	2
<i>Shamrock</i>	3

The crews were:—

*Thistle*.—R. Witchell (stroke), E. P. Musso, A. G. V. Riborio, J. H. Seth (bow), and T. Miller (cox).

*Rose*.—J. Witchell (stroke), L. E. Lammert, G. Cruickshank, W. T. Andrews (bow), and F. Lammert (cox).

*Shamrock*.—C. E. A. Hance (stroke), E. F. Aucott, H. A. Seth, H. M. Bain (bow), and F. W. White (cox).

#### SECOND RACE.

*Thistle* got the best start, *Shamrock* a poor one. *Thistle* took the lead, pulling, it appeared, with too much "beef" at the outset. *Shamrock* spurred ahead, but *Rose* was manipulated more steadily than the other two. The competitors went together some distance, when *Rose* began to draw out, and *Thistle* fall behind. *Thistle* spurred well towards the end, coming in second to *Rose*, a handsome winner by about three lengths. The result was:—

<i>Rose</i>	1
<i>Thistle</i>	2
<i>Shamrock</i>	3

The crews were:—

*Rose*.—H. Rapp (stroke), H. C. Austen, J. P. Jordan, J. D. Cameron (bow), and F. Lammert (cox).

*Thistle*.—L. A. Musso (stroke), T. E. Pearce, F. M. Roza Pereira, T. C. Swaby (bow), and F. W. White (cox).

*Shamrock*.—F. K. Tata (stroke), H. S. Holmes, A. V. Barros, E. Millar (bow), and O. R. Chunnutt (cox).

In the second race, by the way, the time, 7½ minutes, was much better than that of the first race.

#### PRESENTATION OF PRIZES.

At the conclusion of the races Mr. A. Chapman, Chairman of the club, presented prizes to the winning crews. He reminded all those who took an interest in Water Polo that there would be a meeting at 5.30 p.m. on Wednesday next. He expressed pleasure in seeing so much "new blood."

## HONGKONG.

Mr. E. A. Hewett has been appointed member of the Medical Board.

H.M.S. *Esperanza*, Comdr. E. G. Barton, returned from Weihaiwei on the 22nd ult.

Eighty-seven Army details arrived by the P. & O. s.s. *Chusan* on the 22nd ult.

The *Vengeance* and *Cressy* left on the 25th ult. The *Rinaldo* left for Singapore yesterday.

It is notified in the *Gazette* that Lieut. E. G. Barrett, H.K.V.C., has been granted leave of absence for 12 months.

The Chinese gun-boat *Chantung*, passed through Hongkong Harbour, on her way from Canton to Samsui, on the 25th ult.

A notification with regard to quarantine arrangements against Hongkong in Netherlands-India appears in the *Gazette*.

Vice-Admiral Fanshawe, on the Australian station, will in future carry his flag on H.M.S. *Euryalus*. This large armoured cruiser arrived at Hobart recently from England via Albany, to relieve the *Royal Arthur* as flagship on the Australian station.

Friday, being a Portuguese national *fete* day, known as the "Outorga da Carta Constitucional," the anniversary of the signing the Charter of the Constitution of Portugal, by Dom Pedro IV in the palace of Rio de Janeiro in 1826, was celebrated at Hongkong. Warships, British and otherwise, dressed ship, and salutes were fired at noon. In the afternoon a tea-party was given aboard the Portuguese battleship *Vasco da Gama*, and the Portuguese cruiser *Adamastor* also indulged in light festivity. At Macao the occasion was observed as a general gala day, Government offices being closed.



H.M.S. *Andromeda*, Capt. Nelson Ommannay, the relief for H.M.S. *Blenheim*, arrived from Portsmouth on the 29th ult. She left Singapore 24th ult., and had a fine passage.

Capt. Greet, who is taking over command of the *Ocean*, vice Rear-Admiral Foote, arrived from England by the P. & O. s.s. *Chusan* on the 22nd ult.

On the 22nd ultimo the British fleet returned from Mirs Bay, the vessels being the battleships *Glory*, *Albion*, *Ocean*, *Vengeance*, and *Centurion*, the cruisers *Talbot*, *Gresby*, and *Amphitrite*, and the despatch-boat *Alacrity*.

Mr. R. F. Johnston, Acting Assistant Colonial Secretary and Clerk of Councils, who is proceeding shortly to Weihaiwei to take up there the post of Secretary to the Government, to which he has been seconded for a year, was entertained to a farewell dinner on the 27th ult. by some of the leading Chinese gentlemen of this Colony. A few European guests were also present to meet him.

The return of deaths in the Colony during February shows a total of 332, of which 17 were in the European and foreign community (12 civilians, 3 Army, 2 Navy) and 315 among the Chinese. 118 deaths were due to chest affections, 7 to malaria, and 3 only to plague. The British and foreign civil death-rate was 14.9 per 1,000 per annum; that for the Chinese, land 12.9, boat 9.2, land and boat, 12.3; and for the whole civil community, 12.4.

The Chilean training-ship *General Baquedano* Comdr. Luis Gomez, arrived from Singapore on the 23rd ult. at the Foreign Warship Anchorage. Her original port was Valparaiso, Colombo being visited immediately previous to Singapore. She is bound on a long voyage so that the cadets and recruits may have a thorough training. The *General Baquedano*, which is of 2,330 tons displacement, 1,500 horse power, and 13 knots speed, was built at Elswick, and like the majority of training ships is full rigged. Indeed her tapering masts, numerous spars, and rigging make her look more like a frigate of the days of Trafalgar than a modern built vessel, constructed as she was in 1900. The vessel is fitted with Belleville experimental boilers and carries a number of engineer cadets who are being versed in the working of these boilers as well as a large number of ordinary naval cadets. The vessel's armament consists of four 4.7-in guns, two 12-prs. two 6-prs. and sundry light machine guns with one torpedo-tube. She will probably remain several days at Hongkong.

Shortly after 1 a.m. on the 24th ult. the fire-bell rang, summoning the Fire Brigade to Bonham Strand West, where an outbreak had occurred in the building forming No. 1 in that street and extending through to Winglok Street, No. 165. The Brigade under Mr. E. R. Hallifax was speedily on the scene, the hoses coupled and the engine set to work to pump water from the Praya. As usual, there was a long wait before a supply could be got from the mains. Indeed, before the Brigade could get water the flames had obtained a thorough grip on the building, and the flames rose high in the air. No. 165, Winglok Street was gutted from top to bottom and the roof fell in. No. 1, Bonham Strand West was also gutted on the two top floors. By three o'clock the firemen had the conflagration well in hand; an hour later it was entirely extinguished and all danger of it spreading was over. These two buildings—two stories—are occupied by the same firm of merchants who trade under the names of the Yee Fat and the Yee Hing Lung. No. 1, Bonham Strand West was used as the shop, No. 165, Winglok Street as a godown, while the top floors were occupied as living places by the employees and as offices, etc. There were an air-shaft and communication doors between the two buildings. The stock consisted of dried cuttlefish, shrimps, ginseng, and various other edibles. It is supposed that the fire originated at the back of the godown, but the cause is unknown. All the persons who were on the premises at the time of the outbreak contrived to make good their escape. The stock was insured for \$37,500 with the Manchester, the South British, and the Tung Wai Insurance Companies. By the owners of the shop the value of the stock is put at \$40,000. Mr. Hallifax was assisted in the supervision of the Brigade by Inspector Lane and Sergeant R. Macdonald.

The following telegram from H.B.M.'s Consul at Newchwang is published in the *Gazette*:—"Vessels have been warned not to cross bar between dusk and daylight."

The battleships *Albion*, *Glory* and *Ocean*, and the cruisers *Amphitrite* and *Sirius* left on the 28th ult. for Mirs Bay. It is understood that they proceed North on the 9th prox. after completing certain firing exercises.

Senhor Conselheiro Romano, the Portuguese Consul-General, entertained a party of naval officers from the Portuguese warships *Vasco da Gama* and *Adamastor* at luncheon on the 24th ult. at his residence "Duart," Arbuthnot Road.

For the first time this year a bad return was issued on the 25th ult. by the Acting Medical Officer of Health with regard to plague. Dr. Pearse reports 8 cases in the 48 hours ending at noon on Monday, 7 of them fatal. All were Chinese, and two were imported. More cases have been reported since, bringing the year's total up to 54.

By kind permission of Rear-Admiral von Holtzendorff, the Band of the *Hansa* gave an orchestral concert in the Theatre on the 22nd ult. This is the second occasion this season on which a Band from a German warship visiting the port has given an orchestral concert in the Theatre, and the *Hansa's* band was favoured last night with a full house. An excellent programme was provided embracing selections from the works of Weber, Schumann, Gounod, Czibulka, Brahms, Schubert, Wagner and Stuart. We do not know that the *Hansa's* Band has given a concert before in the Colony, but it is safe to say that they will be welcomed by lovers of music in the Colony whenever they are visiting Hongkong again. The entire programme was played in first-class style and each item it was evident was keenly enjoyed by the audience. In acknowledgement of the enthusiastic appreciation of the audience, two or three extra pieces were played, the concert being brought to a close shortly after eleven with a few bars of the British national anthem.

On the 30th ult. there took place the funeral of Inspector J. H. Gidley of the Hongkong Police Force. Mr. Gidley had been in bad health for some time past, suffering from Bright's disease, and he had only returned to Hongkong after spending a period of leave in the Straits Settlements, to which he had been recommended to go with a view to a cure of his ailment. He was in the Police for about thirteen years and was connected with the Detective Department, of which he was one of the most valued members, for about six years. He got a medal for the work he did in connection with the suppression of plague in 1894 and last year he was awarded another for his services in connection with Sir Henry Blake's experimental administration of First Street at West Point when plague was so prevalent there. Among the Police he was very highly respected and was generally a favourite by reason of his genial ways and obliging manner. He was married about three years ago when home on leave. Our sympathy for Mrs. Gidley will be echoed by all who knew her husband.

The sunken steamer *Pakshan*, formerly owned by Messrs. Bradley & Co., has been completely removed. It will be remembered that in June, 1902 a steamer, the *Pakshan*, lying off West Point, near Jardine's old wharf, disappeared one night in a manner probably never heard of before. An engineer, new to the ship, had taken the cover off a sea valve, allowing water to rush into the engine-room with such force that he was powerless to stop it. The steamer gradually settled down in 50 feet of water. Mr. E. F. Gibson subsequently made a fruitless attempt to raise the vessel, and, having undertaken the task, was required to remove her in the only remaining way—by dynamite. He was not allowed to use more than 25 pounds of the explosive at one time, so the job was a very long one. To use his own expression: "it was like taking a hundred bites at an apple." Mr. Gibson, of course, would have liked to clear the vicinity of shipping and let one big charge off, but this did not suit the Harbour Master's views. All the material was removed after being blown to pieces, and there is now some clear six fathoms of water at the place.

## MISCELLANEOUS.

It is said that large numbers of Japanese labourers are entering the Philippines—*sub rosa*, of course—and that the Insular Government is keeping quiet on the subject.

The Kiangnan Arsenal at Shanghai is to be removed to Wuhu, a site there having just been selected. The cost of the removal is estimated at 3,000,000 taels.

The shipments of Ceylon tea to Russia, says the *Times of Ceylon*, are continuing merrily, and whatever hardships the Russians may have to undergo in consequence of the war, they won't suffer in their tea.

We have received from the *Kobe Chronicle* office Part I. of *A Diary of the Russo-Japanese War*, with maps and illustrations, which is now in its second edition, and from the *Kobe Herald* office an illustrated *War Supplement*, also well illustrated. Both are excellent productions and give a good idea of the enterprise of our Kobe contemporaries.

On the 22nd inst. Yuan, Taotai of Shanghai, was telegraphically instructed by the Waiwpu that the portrait of the Empress Dowager, to be exhibited at the St. Louis Exposition and after to be presented to the United States, was on its way South from Tientsin by the *Heinchi*. The portrait (which was painted by Miss Carl, as we recorded some time ago) is to be placed in the Temple of Longevity in Shanghai native city, pending the arrival of the American mail.

The *Courier d'Haiphong* of the 7th inst. says:—It will be recalled that by the terms of Article 6 of the diplomatic instrument signed at Paris on the 13th February last, Siam is prevented from maintaining in Battambang, Sisophon, and Siemrap any forces but those of the native Police commanded by French officers. If we are correctly informed, the Governor-General of French Indo-China proposes to entrust the organisation of this future militia to several Inspectors of the native guards, on the Tonkin list, whose pay would be met by the budget of the Ministry for Foreign Affairs.

At an extraordinary general meeting of the shareholders of the Nagasaki Hotel, Limited, it was decided that the Company should go into voluntary liquidation. The capital of the Company was 130,000 yen fully paid up, and there are first debentures to the amount of 170,000 yen at 7 per cent., and second debentures to the amount of 93,000 yen. Interest amounting to 5,950 yen is due on the first of these debentures and 6,510 yen on the second issue. The receipts of the Company, it was stated, were under 5,000 yen a month. Mr. P. J. Buckland has been appointed liquidator subject to the approval of the Court at Hongkong.

The following can hardly be classed as "war news." It is a telegram from the *Novi Krai*, appropriately dated Liaoyang, 1st April:—"The first encounter of the troops in Corea was a brilliant victory for the Russian arms. The Japanese lost ten times as many men as we did. According to the Koreans, the Japanese buried fifty dead. Five hundred Koreans were engaged to carry 120 wounded. The confusion was so great that the Japanese waved two red cross flags as a signal for mercy. The total losses of the Japanese from the commencement of hostilities to the middle of February are two ironclads damaged, one cruiser sunk, eleven destroyers sunk, and in addition, one cruiser damaged at the battle of Chemulpo."

The *Manila Sunday Sun* for the past two months has been conducting a very vigorous campaign against the management of the Orpheum Theatre in Manila. We mentioned the grounds of complaint and the outcome of the quarrel the other day. Briefly, the *Sunday Sun* alleged that the house was run chiefly for the liquor license and that the actresses were allowed to drink in the private boxes with patrons of the show. The management ejected Mr. O'Brien one night because of criticisms which had appeared in his paper, and the *Sun's* editor thereupon announced that his paper would pay for its seats in future and insist on its independence. The *Sun* now announces that Messrs. Levy and Jones are proposing to open houses similar to the Orpheum in Shanghai and Hongkong, with the permission of the authorities, and that Mr. Levy is in Shanghai making arrangements now.



The Austrian Lloyd s.s. *E. Franz Ferdinand* arrived from Japan yesterday, and Capt. C. Matcovich reports that on the voyage he picked up three men and a woman from a waterlogged craft. The lookout-man observed a vessel, drifting helplessly at the mercy of the waves. Steaming close up, it was seen that she had people aboard in great distress. Waves were washing over the craft, breaking into sheets of white foam as they curled over the bulwarks. It was a little wooden Japanese ship, named the *Leasyochi*, of 67 tons burden, as was afterwards learned. Capt. Matcovich put out a life-boat and ordered a rope-ladder to be prepared. Three men and one woman were rescued. The natives had been caught unawares by a fierce squall, sails being blown to ribbons, and the hull strained to such an extent that the united efforts of the crew with bailers could not keep water from gaining on the hold. The *E. Franz Ferdinand* was some 200 miles from Moji at the time. The poor shipwrecked people had been several days in distress, sometimes seeing a steamer in the distance, and making frantic efforts to attract attention. Time-and-again their hopes were dashed to pieces when they saw the vessels recede. Being in the track of steamers, they were at last sighted. Had one of the many belts of fog experienced during her voyage from Japan swept over the vicinity at that time it might easily have been otherwise.

## COMMERCIAL.

## SILK.

From Messrs. A. E. Burkill & Son's Circular dated Shanghai, 16th of April:—The home markets are reported quiet and quotations show no change. Raw Silk.—Some business has been done in Tsatlees at a slight decline in prices, whilst coarse silks which are scarce have received some attention from buyers. Hand Filatures.—Are in small demand, Crack Chops for America being very scarce. Steam Filatures.—A considerable business has been done in these, chiefly low grade chops, but a small improvement in demand for the better chops is also to be noted; these latter are not very plentiful and are relatively firmly held. Yellow Silks.—Stocks are practically exhausted. Wild Silk.—Tussah Filatures are wanted, but much higher prices are now being asked for the best chops for Autumn delivery. Waste Silk.—In Gum Wastes we do not hear of any transactions. Some 1,200 piculs Tussah Waste 60/40 have arrived from Newchwang, and a further 800 piculs are expected. Most of these arrivals are under contracts made some time ago. Dealers ask Tls. 30 for 60/40 cargo.

## SUGAR.

Hongkong, 29th April.—The position of the market is the same as when last reported.  
 Shekloong, No. 1, White.....\$8.35 to \$8.40 pcls.  
 Do. " 2, White..... 7.45 to 7.50 "  
 Do. " 1, Brown..... 5.85 to 5.90 "  
 Do. " 2, Brown..... 5.70 to 5.75 "  
 Swatow, No. 1, White..... 8.20 to 8.25 "  
 Do. " 2, White..... 7.40 to 7.45 "  
 Do. " 1, Brown..... 5.75 to 5.80 "  
 Do. " 2, Brown..... 5.60 to 5.65 "  
 Foochow Sugar Candy .....12.70 to 12.75 "  
 Shekloong " .....10.85 to 10.90 "

## RICE.

HONGKONG, 29th April.—Some demands having come forward the prices are slightly advancing.  
 Saigon, Ordinary .....\$2.90 to \$2.95  
 " Round, good quality ..... 3.70 to 3.75  
 " Long ..... 3.80 to 3.85  
 Siam, Field mill cleaned, No. 2 ..... 3.30 to 3.35  
 " Garden, " No. 1 ..... 3.45 to 3.50  
 " White, ..... 4.20 to 4.25  
 " Fine Cargo ..... 4.40 to 4.45

## OPIUM.

Quotations are:—Allowance net to 1 catty. 27th April.  
 Malwa New .....\$1000 to \$1020 per picul.  
 Malwa Old .....\$1060 to \$1080 do.  
 Malwa Older .....\$1120 to \$1140 do.  
 Malwa V. Old .....\$1180 to \$1200 do.  
 Persian fine quality .....\$890 to do.  
 Persian extra fine .....\$910 to do.  
 Patna New .....\$1345 to per chest.  
 Patna Old .....\$1352 to do.  
 Benares New .....\$1345 to do.  
 Benares Old .....\$1337 to do.

## COTTON.

HONGKONG 22nd April.—Limited business at last quotations. Stock about 1,700 bales.  
 Bombay..... 29.00 to 31.00 picul  
 Bengal (New), Rangoon } 31.00 to 32.00 "  
 and Dacca..... }  
 Shanghai and Japanese, 32.00 to 33.00 "  
 Tungchow and Ningpo, 32.00 to 33.00 "  
 Sale:—100 bales.

## MISCELLANEOUS IMPORTS.

HONGKONG, 22nd April.—The prices ruling are as follows:—

## COTTON YARN—

Bombay—Nos. 10 to 20, ...\$ 90.00 to \$128.00  
 English—Nos. 16 to 24, ... 114.00 to 120.00  
 " 22 to 24, ... 120.00 to 128.00  
 " 28 to 32, ... 136.00 to 142.00  
 " 38 to 42, ... 155.00 to 170.00  
 Reported sales 100 bales.

## COTTON PIECE GOODS—

per piece  
 Grey Shirtings—6 lbs. .... 2.30 to 2.40  
 7 lbs. .... 2.50 to 2.80  
 8.4 lbs. .... 3.50 to 4.25  
 9 to 10 lbs. .... 4.30 to 5.50  
 White Shirtings—54 to 56 rd. 2.90 to 3.25  
 58 to 60 " 3.50 to 4.00  
 64 to 66 " 4.25 to 5.75  
 Fine ..... 6.00 to 8.50  
 Book-folds 5.00 to 8.00  
 Victoria Lawns—12 yards ... 0.85 to 1.75  
 T-Cloths—6lbs. (32 in.), Ord'y. 2.30 to 2.80  
 7lbs. (32 " ), " 2.50 to 3.00  
 6lbs. (32 " ), Mexs. 2.50 to 3.00  
 7lbs. (32 " ), " 3.10 to 3.30  
 8 to 8.4 oz., (36 in.) 3.30 to 4.05  
 Drills, English—40 yds., 13½ to 14 lbs. } 4.75 to 7.30

## FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs. } 1.90 to 4.25

Brocades—Dyed ..... 0.14 to 0.15

## DAMASKS—

Chintzes—Assorted ..... 0.9 to 0.22  
 Velvets—Black, 22 in. .... 0.28 to 0.45  
 Velveteens—18 in. .... 0.18 to 0.22

per dozen  
 Handkerchiefs—Imitation Silk 0.75 to 1.00

## WOOLLENS—

per yard  
 Spanish Stripes—Sundry chops 0.75 to 2.50  
 German ..... 0.60 to 0.85  
 Habit, Med., and Broad Cloths 1.25 to 4.00

per piece  
 Long Ells—Scarlet, 7-10 lbs. 7.80 to 9.50  
 Assorted ..... 7.95 to 9.65

Camlets—Assorted ..... 13.00 to 35.00

Lastings—30 yds., 31 inches } 12.50 to 21.00  
 Assorted ..... }

Orleans—Plain, 31 in. .... 10.00 to —

per pair  
 Blankets—8 to 12 lbs. .... 4.50 to 9.50

Fine quality ..... 1.25 to 1.85

## METALS—

per picul  
 Iron—Nail Rod ..... 4.30 to —  
 Square, Flat Round Bar (Eng.) 4.30 to —  
 Swedish Bar ..... 4.35 to —  
 Small Round Rod ..... 4.65 to —  
 Hoop & to 1½ in. .... 6.40 to —  
 Wire, 16/25 oz. .... 9.40 to —  
 Wire Rope, Old ..... 3.00 to —

## METALS—

per picul  
 Lead, L.B. & Co. and Hole Chop 8.50 to —  
 Australian ..... 8.50 to —  
 Yellow M'tal—Muntz 14/20 oz. 40.00 to —  
 Vivian's 14/20 oz. 40.00 to —  
 Elliot's 14/20 oz. 40.00 to —  
 Composition Nails ..... 61.00 to —  
 Japan Copper, Slabs. .... 38.50 to —  
 Tin ..... 86.00 to —

per box.  
 Tin-Plates ..... 7.00 to —

per cwt. cases  
 Steel & to & ..... 6.20 to —  
 Quicksilver ..... 155.00 to —

per box  
 Window Glass ..... 4.25 to —

Messrs. Noel Murray & Co.'s Report, dated Shanghai, 21st April, states:—History as usual is repeating itself, and once again our market is following the course now become quite customary at this season of the year, although surrounding circumstances are so entirely different. There is next to nothing doing, and in fact but little enquiry, for the reason that holders are not prepared to accept the lower prices buyers are offering; the consequence being the latter are supplying the consumptive demand from goods they have on hand, and judging by the clearances, must be rapidly running out of stock. The continued recovery in exchange is in a large measure responsible for this, although merely brought about by the exigencies of the situation.

The low rates ruling have caused a reversal of the ordinary course, bankers finding more sellers than buyers, and as a check have raised their rates. These inconvenient fluctuations not unnaturally awaken interest in the currency question, so often mooted, but given up as practically hopeless. A much more determined effort is being made now to evolve some workable scheme, but the magnitude of it, as portrayed in the following article which appears in one of our local dailies, shows how difficult it will be to establish:—  
 "Monetary changes are slow even in the most advanced of commercial nations. There is nothing more suspicious to the great bulk of a people, most of whom are more or less unthinking, than tampering of a government with national coinage. Even the most stupid can understand the system which has been, however crude and however inconvenient; but few are able to estimate the advantages of any proposed reform, and there is always a wide-spread fear that currency changes mean loss. Hence the necessity for caution and slow progress. But the events of recent years have made a change so desirable for China that further delay would be dangerous if not impossible, and many suggestions have been offered, notably those by the Commission on International Exchange of United States of America, as to the manner in which the alteration is to be brought about. Nothing proves so conclusively what a loosely-connected congeries of states the Chinese Empire is, as the almost endless variations in her currency values. To get rid of this once for all, to have a currency which will be taken without demur at its face value from the Amur to the Hsi-kiang, to relegate "touch" and "trickery" to the limbo of forgotten squeezes, will be a relief indeed. Commercially, its effects must soon manifest themselves in the growing ease and rapidity with which transactions may be concluded. There will be no further doubt as to rates of exchange, and to the householder in particular the double loss attaching to payment of salaries in taels and purchase of supplies in dollars will no longer be a tax. Whatever the ratio, and 32 to 1 has been suggested for various good reasons, the advantages to trade of a nonfluctuating standard can hardly be over-estimated. Some diplomacy will have to be employed to ensure this, but an agreement between the silver-using countries to buy in fairly regular quantities the bullion they need, instead of continuing the irregular and spasmodic purchases of the past, would help to keep the price fairly constant, especially if a certain maximum, say twenty-eight pence, were fixed beyond which governmental purchases would close. The matter is very complicated when looked at from all points of view, but with three great silver markets, those of London, the United States, and Mexico, the difficulties should not be insurmountable. It is the London market which at present is the arbiter of the silver world. Of the 200 millions of ounces which roughly represent the world's annual output, about one-half is divided between the United States and Mexico in the ratio of about 7 to 3. One advantage in fixing the 1 to 32 ratio is that the danger from counterfeiting would be reduced to a minimum. Politically, the change will be one of far-reaching effect. A great step will have been taken towards the unification of this great land, and with its unity must follow that increase of strength which division ever sacrifices and China will stand before the world again as a whole. Her coinage will be her own, not that of an alien. She will have a place in the world's money market from which at present the chaotic condition of her currency excludes her. Her indebtedness to the outer world will no longer be subject to the wrenching fluctuations which we have seen of recent years, and knowing exactly what will be required of her she can with all the more self-reliance set herself to the task of meeting her liabilities without fear of complication at the last moment. Her credit will rise in consequence, and in sympathy therewith there must almost necessarily follow a lessening of the tendency of later years to rely first on one then on another of the Powers competing for predominance in Peking. China must learn to stand alone, and the old advice, "Put money in thy purse," still ranks as amongst the best that can be given to those who wish for independence. Socially, the promised reform will be welcomed everywhere. What with Native taels of endless variety, with Mexican dollars, Native dollars, Japanese yen, depreciated small money, bronze cents, copper "cash," and semi-copper-semi-sand "cash," the present condition of the currency doing duty in China would be hard to bear. With one uniform coinage the resident at the Treaty Ports, the traveller in the interior, the native in the village, and the citizen in the town, will all alike find themselves freed from present trammels. A tael



in Peking will be a tael in Hankow, Shanghai or Canton, and its sub-divisions will be current tender in hamlet and hotel wherever one may go. The endless annoyances, at present so troublesome, will have vanished, and, so far as money matters are concerned, travel in China need offer no further drawback than travel in England or the United States. That this will tend to a great increase in personal intercourse in certain. Post Office Orders will be available through all the growing ramifications of the Imperial Postal System, another unifying influence, and thus facilities for the purchase of goods or transference of personal requisites in the form of currency will be far in advance of what they ever have been. It will necessarily be some time before all this can come to pass. China is even more weeded to "old custom" than England, and we have not yet decimalised our currency, notwithstanding the fact that for at least two generations we have been repeatedly urged to do so. But the promise of reform in this important matter coupled with the reference of Sir Robert Hart's proposals to the Viceroy for consideration is sufficient to give ground for the assumption that the long hoped-for advance of China is now to begin. When this eventuates it is hoped that all the disabilities connected with the present system of Native Banking will disappear, and such things as the recently established, extra squeeze on Bank Orders, whereby a day's interest is lost to the seller. Introduced as it was at a time when great stringency prevailed a lame excuse was made by the Bankers' Guild on those grounds; but why it should be continued now money is so cheap reflects very seriously on the honesty of purpose of those concerned; or do the younger generation of Bankers wish to forfeit the high reputation gained by their predecessors for their undoubted integrity? Exporters are expected to pay cash for their purchases of Tea and Silk, etc., so why should not the buyers of articles of import be obliged to do the same? The system of five and ten days orders should be abolished altogether. From the tone of recent telegraphic advices from Manchester there certainly seems more disposition there to do business, but although quotations are about three pence lower they are still much above the ideas of buyers here. Cotton is reported weaker, the latest quotation for Mid. American being 7.62d. and Egyptian 9d. The decline in the former in face of the adverse advices from the States is puzzling, for there seems to be no doubt about it that a large proportion of the Cotton recently going forward, although swelling the Crop figures, was totally unfit for spinning purposes, and prices were fully expected to advance to 18½ cents for July. From Messrs. W. H. Nott & Co.'s tables nor February it is possible to form some idea of the supplies that have already arrived here, but not yet declared by the Customs; they are as follows:—Grey goods 9,061,200 yards, Bleached goods 7,747,000 yards, Dyed goods 5,742,000 yards, and Printed goods 1,762,500. Of the shipments from the States to the 7th March, amounting to 16,203 packages against 66,062 packages last year, the bulk must have already arrived. We have not heard of any further purchases in that market. The demand for Yarns continues quiet, but the market is steady to firm generally. The local mills are now commencing to make for stock and contemplate shutting down two days a week, as the cost of production is so much above prices now current. Raw Cotton is slightly firmer.

#### MISCELLANEOUS EXPORTS.

Per P. & O. steamer *Bengal*, sailed on 23rd April. For Manchester:—224 bales waste silk. For London or Manchester:—150 bales waste silk. For Marseilles:—463 bales raw silk, 50 bales waste silk. For Milan:—10 bales raw silk. For St. Chamond:—19 bales raw silk. For London:—107 half-chests tea from Foochow, 55 bales raw silk, 4 cases silks, 1 case cigars, 1 case camphorwood boxes, 1 case furniture. For Basle:—4 bales waste silk. For Lyons:—415 bales raw silk, 9 bales waste silk.

HANKOW, 20th April.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, best selected	Tls. 34.50
Do. seconds	29.50
Buffalo hides, best selected	21.00
Goatskins, untanned (chiefly white colour),	58.00
Buffalo Horns (average 3lbs. each)	10.00
White China Grass (Wuchang and/or Poochi)	10.70
White China Grass (Sinsshan and/or Chayu)	10.00
Green China Grass (Szechuen)	11.00
Jute	4.90
White Vegetable Tallow (Kinchow)	10.80

White Vegetable Tallow (Pingchew and/or Macheng)	10.60
White Vegetable Tallow (Mongyu)	11.30
Green Vegetable Tallow (Kiyu)	9.60
Animal Tallow	19.00
Gallnuts (usual shape)	28.00
Do. (Plum) do.	120.00
Tobacco, Tingchow	19.75
Black Bristles	21.75
Feathers (Grey and/or White Duck)	3.50
Do. " " Wild Duck	4.60
Turmeric	7.90
Sesamum Seed	7.90
Sesamum Seed Oil	7.90
Vegetable Tallow Seed Oil	7.90
Wood Oil	9.00
Tea Oil	9.00

#### SHARE REPORT.

HONGKONG, 19th April, 1904.—The market has continued active during the week under review, and a fair general business has resulted both for cash and time. Many rates have substantially improved, notably Docks, Sugars, Lands, and Unions. The market closes steady with an upward tendency.

BANKS.—Hongkong and Shanghai have ruled quiet with only a few small sales at \$657½ to report, and close with sellers at \$655. Nationals changed hands early in the week at \$36 and shares are now wanted at \$38.

MARINE INSURANCES.—Unions have still further improved to \$535 after small sales at \$525, and close with buyers at the former rate. China Traders have found buyers at \$80 and shares could now be placed at \$59½. Cantons have improved to \$190 with small sales at that rate. North Chinas and Yangtszes remain unchanged and with out any local business.

FIRE INSURANCES.—Hongkong have been placed in a small way at \$290 and \$295, and Chinas at \$83½, the former stocks closing steady at quotation, and the latter at \$83; we understand that the local insurance companies were but slightly affected by the fire at the Kowloon Godown last night, the chief loss from which will fall on the marine risks, the fire having taken place in the sorting godown on goods recently landed.

SHIPPING.—Hongkong, Canton and Macao in the early part of the week ruled firm and a fair cash business was transacted at \$29; at time of writing the market is somewhat weaker with small sellers at \$29. Indo-Chinas have receded to \$94 after sales at \$95, cash shares, however, are in demand at the former rate; on time sales have been effected at \$95 for May, \$98 for August, \$99 for September, and at \$102 and \$101 for December; market closes very firm at \$94 for cash. Douglasses remain at \$36½ but with sellers. Star Ferries (old) have been placed at \$32 and at \$21 for new shares. China Manilas continue quiet without business at \$21½. Shell Transports remain unchanged at 22/6d.

REFINERIES.—China Sugars have further advanced to \$138 cash after sales at \$132 and \$135, closing with further buyers at \$138. On time a fair business has been done at \$141½ for May, \$146 for September, and \$150 for December. Luzons remain unchanged and without business.

MINING.—We have no business or change of rates to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks, continuing in demand, the rate gradually rose to \$213 cash, the market closing firm at that rate. On time sales have been effected at \$216 and \$217 for June, and at \$221 for August. Kowloon Wharves continue in request at \$10½ with small sales. New Amoy Docks are on offer at \$32 without finding buyers. Farnhams remain quiet at Tls. 145.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have improved to \$151 without bringing any shares on the market. West Points are enquired for at \$52½, but no business is reported. Hotels have improved to \$138 with buyers, but no shares are obtainable. Humphreys have been placed at \$10½ and \$11.

MISCELLANEOUS.—Green Islands are enquired for at \$23, but none are obtainable at that rate. China Borneos have improved to \$8½, Watsons to \$14½, Gas to 150, and Dairy Farms to \$13½ all closing with buyers. Ices have been done at \$210, and more shares are wanted at the rate. China Providents have ruled firmer with sales at \$9, and Watkins are wanted at the advanced rate of \$7½.

#### Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
<b>Banks—</b>		
Hongkong & S'hai	\$125	\$855, sellers L'don, £64.
Natl. Bank of China		
A. Shares	28	\$38, buyers
B. Shares	28	\$38, sales & buyers
Foun. Shares	21	\$10.
<b>Insurance—</b>		
Union	\$100	\$535, buyers
China Traders	25	\$60, sellers
North China	25	Tls. 67½, sellers
Yangtsze	\$60	\$123, ex div.,
Canton	\$50	\$190, buyers
Hongkong Fire	\$50	\$295, buyers
China Fire	\$20	\$83, sellers
<b>Steamship Coys.—</b>		
H., Canton and M.	\$15	\$29, sales & sellers
Indo-China S. N.	210	\$94, buyers
China and Manila	\$50	\$21½, sellers
Douglas Steamship	\$50	\$36½, sellers
Star Ferry	\$10	\$32, buyers
Shell Transport and Trading Co.	21	22/6
Do. pref. shares	210	28.
<b>Refineries—</b>		
China Sugar	\$100	\$128, buyers
Luzon Sugar	\$100	\$10, sellers
<b>Mining—</b>		
Punjom	\$11	75 cts., sellers
Do. Preference	\$1	25 cents
Charbonnages	Fcs. 250	\$500.
Raub	18/10d.	\$6, sellers
<b>Docks, Etc.—</b>		
H. & W. Dock	\$50	\$213, buyers
H. & K. Wharf & G.	\$50	\$100, buyers
New Amoy Dock	\$61	\$32½, sellers
S. C. F. Boyd & Co.	Tls. 100	Tls. 145.
<b>Land and Building—</b>		
Hongkong Land Inv.	\$100	\$151, buyers
Kowloon Land & B.	\$30	\$45.
West Point Building	\$50	\$52½, buyers
Hongkong Hotel	\$50	\$138, buyers
Humphreys Estate	\$10	\$11.
S'hai Land Ins. Co., Ltd.	Tls. 50	\$2.80, buyers Tls. 109.
<b>Cotton Mills—</b>		
Ewo	Tls. 50	Tls. 33, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow	Tls. 100	Tls. 82½.
Soychee	Tls. 500	Tls. 170.
Hongkong	\$10	\$14½, sellers
Green Island Cement	\$10	\$23, buyers
China-Borneo Co., Ltd.	\$12	\$8½, buyers
Watson & Co., A. S.	\$10	\$14½, buyers
Hongkong Electric	\$10	\$13, buyers
Hongkong & C. Gas	\$5	\$7, buyers
Hongkong Rope	\$50	\$150, buyers
Fenwick & Co., Geo.	\$25	\$140, sellers
Hongkong Ice	\$25	\$47½, buyers
H. H. L. Tramways	\$100	\$210, sales & sellers \$300.
Hk. Steam Water-Boat Co., Ltd.	\$10	\$15½, sales
Dairy Farm	\$6	\$13½, buyers
Campbell, Moore & Co.	\$10	\$37, sellers
Bell's Asbestos E. A.	12/6	\$5, sellers
United Asbestos	\$4	\$9½, buyers
Do.	\$10	\$210, buyers
Tebrau Planting Co.	\$5	\$1, sellers
China Prov. L. & M.	\$10	\$9, sales
Watkins Ltd.	\$10	\$7½, buyers
China Light & Power Co., Ltd.	\$10	\$5.
Powell, Ltd.	\$10	\$9½, buyers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	\$50	\$50.
Canton, Hongkong Ice Cigar Companies—	\$10	\$10, nominal
Alhambra Limited.	\$500	\$200.
Phippine Tobacco Trust Co., Ltd.	\$10	\$10, buyers

#### VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co., in their Share Report dated Shanghai 21th April, state:—Business has been quiet during the week, and the Stock in which the principal interest has been displayed has been Indos, which show a marked rise. Although transactions are quoted in the other principal stocks, the volume of business has been small. The T/T rate on London is quoted 2/5. Banks.—H. & S. Banks.—No business reported. There are buyers at \$650. The latest London quotation is 263 5s. Marine Insurance.—Unions have been placed at \$605, and North Chinas at Tls. 67½. Fire Insurance.—No business reported. There are buyers of Hongkongs in the South at \$287½ and sellers of Chinas at \$83. Shipping.—Indos—



The market opened on the 14th with buyers for cash at Tls. 68. On the 15th sales were effected for July at 71. On the 18th April delivery shares were placed at 69 and for July at 71. On the 19th April shares were placed at 70 with sales at 72. On the 20th direct transactions took place in these at Tls. 71 cash and April settlement, and for July at 73. At closing the market is weaker with sellers for July at 72 and for cash at 71. Shell Transports are in demand at 18/- Tug Boats.—A number of transactions are reported on ordinary shares at 47 and 48, and in preference shares at 46. Docks & Wharves.—S. C. Farnham, Boyd & Co., Ltd.—The market has ruled slightly weaker during the past week. Small sellers for forward delivery have come into the market with offers of shares at lower rates for June and July delivery. Lower rates have also been done for cash. Lots offered have been small, larger lots, even a trifle higher, would have been accepted by purchasers. The market opened on the 14th with sales for cash and April at 147; 148 June. On the 18th shares were placed at 147 cash; 19th at 146 April delivery; 20th at 145 for April, 148 and 147 July. At closing there are buyers for cash at 145. Shanghai & Hongkew Wharves. A demand has set in for these shares. Business has been done at 150 cash and April settlement. Shares are in demand at 155 for cash and forward. Sugar Cos.—No business reported. Mining.—No business reported. Kaipings continue in demand at current rates. Lands.—Shanghai Lands have been placed at Tls. 107 and 108. There are sellers at the last quotation. Industrial.—No business reported in Cotton Stock. Gas shares o.n.i. have been placed at Tls. 115. Majors at Tls. 37. Pulp at Tls. 112. Shanghai Waterworks at Tls. 400. Maatschappij, &c., in Langkats. Business has been limited in this Stock during the week. The market opened with sales at 292 cash and 295 April delivery; with sales for June at 300 and 302, and later for June at 297, and July 300. Sumatras are in considerable demand, Tls. 54 being offered for shares; but up to the moment finding no sellers. Stores & Hotels.—Hall & Holts have been placed at \$30, there are sellers at this rate, and Astor House Hotels at \$35. Miscellaneous.—No business reported in Stocks under this heading. Telephones are in considerable demand for small lots, and an advance on the present rate would be paid for shares. Loans.—No business reported. Sellers at quotations.

## EXCHANGE.

MONDAY, 2nd May.

ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills, 4 months' sight	1/9 1/2
ON PARIS.—	
Bank Bills, on demand	222 1/2
Credits 4 months' sight	226 1/2
ON GERMANY.—	
On demand	181 1/2
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, 60 days' sight	44
ON BOMBAY.—	
Telegraphic Transfer	132
Bank, on demand	132 1/2
ON CALCUTTA.—	
Telegraphic Transfer	132
Bank, on demand	132 1/2
ON SHANGHAI.—	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA.—On demand	
On demand	87 1/2
ON MANILA.—On demand	
On demand	Nom.
ON SINGAPORE.—On demand	
On demand	Nom.
ON BATAVIA.—On demand	
On demand	106 1/2
ON HAIPHONG.—On demand	
On demand	2 1/2 p.m.
ON SAIGON.—On demand	
On demand	2 1/2 p.m.
ON BANGKOK.—On demand	
On demand	63
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LEAF, 130 fine, per tael	\$58.50
BAR SILVER, per oz.	25 1/2

## FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports:—Tea 52/6 per ton of 40 cubic feet. General cargo 52/6 per ton of 40 cubic feet. Seeds 47/6 per ton of 20 cwt. To Marseilles and Havre:—General 48/- net per ton of 40 cubic feet. Seeds 47/6 net per ton of 20 cwt. To New York (Overland):—Tea 1 1/4 G\$ cents per lb. gross. To New York (via Suez):—35/- per ton of 40 cubic feet. To Shanghai:—Tea, Tails. 1.80 per ton of 13 half-chests. To Shanghai:—General, Tails 1.80 per ton weight or measurement

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

April—	
21, Hongmoh, British str., from Straits.	
22, Alacorty, British des. ves., from Mirs Bay.	
22, Albion, British battleship, from Mirs Bay.	
22, Amphitrite, British cruiser, from Mirs Bay.	
22, Centurion, British b' ship, from Mirs Bay.	
22, Cressy, British cruiser, from Mirs Bay.	
22, Glory, British battleship, from Mirs Bay.	
22, Ocean, British battleship, from Mirs Bay.	
22, Sirius, British cruiser, from Mirs Bay.	
22, Vengeance, British b' ship, from Mirs Bay.	
22, Anglin, British str., from Bangkok.	
22, Banca, British str., from Bombay.	
22, Chusan, British str., from Bombay.	
22, Decima, German str., from Saigon.	
22, Espiegle, British sloop, from Weihaiwei.	
22, Kampot, French str., from Saigon.	
22, Mathilde, German str., from Swatow.	
22, Nigretia, British str., from Moji.	
22, Progress, German str., from Swatow.	
22, Prometheus, British str., from Liverpool.	
22, Standard, Norwegian str., from Colombo.	
22, Thales, British str., from Taiwanfoo.	
23, Algoa, British str., from San Francisco.	
23, Batavia, German str., from Moji.	
23, China, German str., from Saigon.	
23, Elis. Rickmers, Ger. str., from Bangkok.	
23, Empire, British str., from Australia.	
23, Gen. Bagedano, Chilean t.-s., from S'pore.	
23, Hanyang, British str., from Canton.	
23, Iohang, British str., from Chinkiang.	
23, Suevia, German str., from Shanghai.	
23, Triumph, German str., from Coast Ports.	
23, Wongkoi, German str., from Bangkok.	
24, Esang, British str., from Tientsin.	
24, Haiching, British str., from Coast Ports.	
24, Hangsang, British str., from Shanghai.	
24, Hoihow, British str., from Canton.	
24, Hue, French str., from Kwangchauwan.	
24, Katanga, British str., from Moji.	
24, Purnea, British str., from Singapore.	
24, Rajaburi, German str., from Bangkok.	
24, Simoom, British str., from Barry.	
24, Taiwan, British str., from Shanghai.	
24, Trocas, British str., from Singapore.	
24, Wuchang, British str., from Cebu.	
24, Melita, German str., from Kwangchauwan.	
24, Sado Maru, Japanese str., from Singapore.	
24, Sungkiang, British str., from Manila.	
24, Teesta, British str., from Yokohama.	
25, Borneo, German str., from Sandakan.	
25, Coulsdon, British str., from Barry.	
25, Crown of Arragon, Brit. str., from Cardiff.	
25, Hongkong, French str., from Haiphong.	
25, Loksang, British str., from Canton.	
25, Rubi, British str., from Manila.	
25, Shaohsing, British str., from Canton.	
25, Strassburg, German str., from Hamburg.	
25, Tamsui, British str., from Shanghai.	
25, Telemachus, British str., from Japan.	
25, Whampoa, British str., from Canton.	
25, Yuenang, British str., from Manila.	
26, Bayern, German str., from Bremen.	
26, Berg, Norwegian str., from Bangkok.	
26, C. Apcar, British str., from Calcutta.	
26, Chiyeun, Chinese str., from Shanghai.	
26, Emma Luyken, German str., from Saigon.	
26, Franz Ferdinand, Aust. str., from Kobe.	
26, Kwangtsh, Chinese str., from Canton.	
26, Machew, German str., from Bangkok.	
26, Mad. Rickmers, Ger. str., from Bangkok.	
26, Monterey, U.S. monitor, from Canton.	
26, Orange, Norwegian str., from Newport.	
26, Oriel, British str., from Moji.	
26, P. Heinrich, Ger. str., from Yokohama.	
26, Prometheus, Norwegian str., from Y'hama.	
26, Thales, British str., from Swatow.	
27, Benmohr, British str., from London.	
27, Choysang, British str., from Shanghai.	
27, Gaea, German str., from Saigon.	
27, J. Diederichsen, Ger. str., from Haiphong.	
27, Palawan, British str., from Shanghai.	
27, Pingsuey, British str., from Tacoma.	
27, Store Nordiske, Danish str., from Touron.	
27, Tiger, German sloop, from Amoy.	
27, Tingsang, British str., from Wuhu.	
27, Tjilatjap, Dutch str., from Macassar.	
28, Aragonia, German str., from Hamburg.	
28, Chowfa, German str., from Bangkok.	
28, Daphne, German str., from Penarth.	
28, Glenogle, British str., from Singapore.	
28, Hoihao, French str., from Haiphong.	
28, Hunan, British str., from Wuhu.	

28, Kashing, British str., from Tientsin.
28, Kiukiang, British str., from Chinkiang.
28, M. Struve, German str., from Tamsui.
28, Oceano, British str., from Singapore.
28, Roseley, British str., from Moji.
28, Vengeance, British b' ship, from Mirs Bay.
29, Andromeda, British str., from Portsmouth.
29, Angus, British str., from Barry.
29, Cressy, British cruiser, from Mirs Bay.
29, Glenfalloch, British str., from Singapore.
29, Holstein, German str., from Saigon.
29, J. B. Leeds, Amr. schr., from Manila.
29, Macquain, British str., from Moji.
29, Pitsanulok, German str., from Bangkok.
29, Solveig, Norwegian str., from Barry.
29, Tartar, British str., from Vancouver.
29, Themis, Norwegian str., from Kobe.
29, Tyr, Norwegian s.r., from Hongay.
29, Wosang, British str., from Wuhu.
29, Wuhu, British str., from Wuhu.
30, Ardandearg, British str., from Moji.
30, Chihli, British str., from Tientsin.
30, Hanoi, French str., from Haiphong.
30, Kaifong, British str., from Manila.
30, Karin, Swedish str., from Saigon.
30, Kwongsing, British str., from Shanghai.
30, Lyeemoon, German str., from Chinkiang.
30, Signal, German str., from Bangkok.
30, Tritos, German str., from Swatow.

April—	
22, Bonbour, French str., for Saigon.	
22, British Trader, British str., for Rangoon.	
22, Germania, German str., for Moji.	
22, Haitan, British str., for Coast Ports.	
22, Hyson, British str., for Vancouver.	
22, Keongwai, German str., for Bangkok.	
22, Paklat, German str., for Kobe.	
22, Pronto, German str., for Hoihow.	
22, Taksang, British str., for Bangkok.	
23, Bengal, British str., for Europe.	
23, Chusan, British str., for Shanghai.	
23, Clavering, British str., for Portland.	
23, Eclipse, British cruiser, for Weihaiwei.	
23, Kwangse, British str., for Shanghai.	
23, Laertes, British str., for Saigon.	
23, Mathilde, German str., for Hoihow.	
23, Nanahan, British str., for Amoy.	
23, Oscar II, Norwegian str., for K'chinotsu.	
23, Progress, Norw. str., for Tourane.	
23, Taishan, British str., for Hongay.	
23, Taiyuan, British str., for Australia.	
23, Thales, British str., for Swatow.	
23, Yunnan, British str., for Amoy.	
23, Zafiro, British str., for Manila.	
24, Arrow, British 4-m. barque, for Chili.	
24, Banca, British str., for Shanghai.	
24, Batavia, German str., for Bangkok.	
24, Devawongse, German str., for Bangkok.	
24, Empire, British str., for Shanghai.	
24, Fausang, British str., for Hongay.	
24, Giang Bee, British str., for Amoy.	
24, Hanyang, British str., for Shanghai.	
24, Hongmoh, British str., for Amoy.	
24, Onsang, British str., for Saigon.	
24, Prometheus, British str., for Shanghai.	
24, Frithjof, Norwegian str., for Tamsui.	
25, Chenan, British str., for Shanghai.	
25, Cowrie, British str., for Foochow.	
25, Hangsang, British str., for Canton.	
25, Hoihow, British str., for Shanghai.	
25, Iohang, British str., for Canton.	
25, Marco Polo, Italian cruiser, for Chefoo.	
25, Pronto, Norwegian str., for Bangkok.	
25, Treata, British str., for Singapore.	
25, Taiwan, British str., for Canton.	
25, Cressy, British cruiser, for Mirs Bay.	
25, Rinaldo, British sloop, for Sandakan.	
25, Vengeance, British b' ship, for Mirs Bay.	
26, Chiyeun, Chinese str., for Canton.	
26, Emma Luyken, Ger. str., for Yokohama.	
26, Esang, British str., for Canton.	
26, Haiching, British str., for Coast Ports.	
26, Hue, French str., for Haiphong.	
26, Kampot, French str., for Saigon.	
26, Lalsang, British str., for Calcutta.	
26, Sado Maru, Japanese str., for Japan.	
26, Tamsui, British str., for Bangkok.	
26, San Francisco, U.S. cruiser, for Manila.	
26, Shaohsing, British str., for Shanghai.	
26, Taiwan, British str., for Canton.	
26, Tamsui, British str., for Canton.	
26, Trocas, British str., for Hankow.	
26, Yuenang, British str., for Manila.	
27, Athenian, British str., for Vancouver.	
27, Bayern, German str., for Shanghai.	
27, Coulsdon, British str., for Sasebo.	
27, Decima, German str., for Saigon.	
27, Foyle, British str., for Kobe.	



27, Hongkong, French str., for Haiphong.  
 27, Kotschang, German str., for Bangkok.  
 27, Kwangtai, Chinese str., for Shanghai.  
 27, Loksang, British str., for Bangkok.  
 27, Nigretia, British str., for Moji.  
 27, Palawan, British str., for London.  
 27, Prinz Heinrich, German str., for Europe.  
 27, Sishan, British str., for Amoy.  
 27, Strassburg, German str., for Shanghai.  
 27, Triumph, German str., for Coast Ports.  
 27, Whampoa, British str., for Shanghai.  
 28, Albion, British battleship, for Mirs Bay.  
 28, Amphitrite, British cruiser, for Mirs Bay.  
 28, Centurion, British ship, for Mirs Bay.  
 28, Glory, British battleship, for Mirs Bay.  
 28, Ocean, British battleship, for Mirs Bay.  
 28, Sirius, British cruiser, for Mirs Bay.  
 28, Anghin, British str., for Swatow.  
 28, China, German str., for Saigon.  
 28, Purnea, British str., for Amoy.  
 28, Shantung, British str., for Saigon.  
 28, Store Nordiske, Danish str., for a cruise.  
 28, Thales, British str., for Coast Ports.  
 28, Tingsang, British str., for Canton.  
 29, Benmohr, British str., for Shanghai.  
 29, E. Rickmers, German str., for Bangkok.  
 29, Lord Ormonde, Brit. str., for Pondicherry.  
 29, Nithsdale, British str., for Kobe.  
 29, Rajaburi, German str., for Bangkok.  
 29, Solveig, Norwegian str., for Shanghai.  
 29, Sungkiang, British str., for Manila.  
 29, Telemachus, British str., for London.  
 29, Wongkoi, German str., for Bangkok.  
 29, Wuohang, British str., for Cebu.  
 30, Borg, Norwegian str., for Bangkok.  
 30, Chiyoda Maru, Japanese str., for Kobe.  
 30, Essang, British str., for Tientsin.  
 30, F. Ferdinand, Aust. str., for Singapore.  
 30, Glenogle, British str., for Amoy.  
 30, Hailan, French str., for Hoihow.  
 30, Hangsang, British str., for Shanghai.  
 30, Indravelli, British str., for Iloilo.  
 30, Jacob Diederichsen, Ger. str., for Hoihow.  
 30, Kwanglee, Chinese str., for Canton.  
 30, Melita, German str., for Yokohama.  
 30, Prometheus, Norw. str., for Bangkok.  
 30, Rubi, British str., for Manila.  
 30, Siberia, American str., for Shanghai.

## PASSENGER LIST.

## ARRIVED.

Per *Chusan*, for Hongkong, from London, Capt. Greet, R.N., Lieuts. R. S. Hewlett and J. S. Harris, 2nd Lieut. K. E. L. Creighton, Surgeon Thomas, Messrs. P. B. Sharp, A. J. Hirst, J. A. Dove, S. B. Steadman, G. F. Malden, A. Course, C. E. Nicholas, A. Clarke, H. Woodward, W. H. Dowling, T. H. Flabberley, J. A. Millar, J. Riggs, A. Bushfield, A. Mathews, and A. G. Prince; from Marseilles, Mrs. Bickersteth, Messrs. S. H. Michael, H. A. Courtney, T. James, and A. H. Wilson; from Brindisi, Mrs. Gordon, Miss Flash, and Dr. Anderson; from Aden, Mr. and Mrs. Gray Scott, and Mr. F. Hohnke; from Suez, Mr. and Mrs. Pierce; from Bombay, Capt. S. Hunt; from Colombo, Mrs. Chichester; from Singapore, Mrs. Dunlop, Mrs. Gardiner, Lieut. Moore, Messrs. Cooke, Way, Stewart, Gutierrez, and Walleem; for Shanghai, from London, Mr. and Mrs. Anton, Mrs. Carson and infant, and Mr. Barrett; from Marseilles, Mr. and Mrs. Walker and infant, Messrs. J. W. Stevenson, W. H. Boyd, and Somelkh; from Aden, Mr. and Mrs. Kubale, Mr. and Mrs. Shadgett, Mr. and Mrs. Schmidt, Mrs. Fitchner, son and child, Mrs. Meyer and 2 children, Mr. and Mrs. Stern, Messrs. L. Keiser, J. Hamminok, Bramsch, Brucher, Rossenberger, Stebner, Verrue, and Lester; for Yokohama, from London, Misses McCaul and St. Aubyn; from Marseilles, Mr. W. Hill; from Aden, Mr. and Mrs. Gray Kurins, Messrs. Nutter, Kracke, and Sanger.

Per *Empire*, from Australia for Hongkong, Hon. and Mrs. C. K. MacKellar, Mr. and Mrs. J. E. Moseley, Rushby, Cowey, H. Coelho and three children, Yule and two daughters, Mr. and Miss. Suteo, Mrs. Fujii, C. Smith, M. E. Dunster, A. Garrett and two children, Capt. Gonsalves, W. Johnston, Misses MacKellar, Cowey, Smith, K. Bassett, Messrs. E. M. MacKellar, F. Richardson, A. McLennan, W. W. Morris, W. F. Stevenson, R. Croll, J. Chapman, F. Nakamura, R. Falconer, H. G. Nixon, E. B. Blyth, J. Jenkins, M. R. Morgado, F. A. Melas, A. P. dos Santos, A. J. Coffee and Colonel Hoad.

Per *Prinz Heinrich*, for Hongkong, from Yokohama, &c., Mr. and Mrs. Orchar, Mr. and

Mrs. Dimitrieff, Mr. and Mrs. Janorsky, Capt. J. Bohn, Vice-Consul Macusa, Miss M. Russell, Messrs. Mahlke, O. Winter, S. S. Somokh, M. Fuchs, F. E. Shaw, Merecky, Ilseemann, Kraus, Goldenstadt, Heinrich, Holzberg, Kleemann, T. S. Tobichowsky, Spade, Reimann, Seikmann, Weinberg, Larkso, Bantonsoff, Siebert, Skouma, Schwartz, Jachins, Pronina, and Stusbris.

Per *Bayern*, for Hongkong, from Bremen, Misses Maggie and Minnie Matthaey; from Southampton, Mr. and Mrs. N. G. Nolan, Messrs. David Wood, John Lowe, Wm. Hunter, Thomas Muir, and T. G. Richards; from Genoa, Mr. and Mrs. Tiberu and infant, Misses Tessie Vornberger, Lecky, and Tilly Hornof, Messrs. L. Tüdel, Ing. Boulanger, Ferdinand Lind, and Walter Franke; from Naples, Mr. and Mrs. F. W. v. Buskirk; from Colombo, Misses B. Smith, T. Farquharson, A. Peacock, and L. Parker, Messrs. H. M. Harrop, V. Reiffenstahl, F. Howell, and A. J. Illenberger; from Penang, Mr. J. A. Smith; from Singapore, Mrs. James, Inspector and Mrs. Gidley, Messrs. H. Schneider, Crisp, Arbenz, and Giuseppe Villa; for Shanghai, from Bremerhaven, Mrs. Anna Paehke, Messrs. Wilh. Watermann, Heinrich Streitbürger, and Alais Rauch; from Bremen, Mrs. Minna Zöpke, Mrs. H. Frielinghaus and family, Mrs. Martha Stiddig, Mrs. O. Crackan and children, Misses Emma Köster and Emma Witt, and Mr. Oscar Meuser; from Hamburg, Messrs. Josef Hagen Kötter, Wilhelm Schmidt, W. Sundermeyer, H. Kröger, C. Fremeyer, Eugen Kohler, and Miss E. Bojak; from Antwerp, Miss E. Symann; from Southampton, Hon. and Mrs. Lancelot Carnegie, Misses Mariota Carnegie, Schuster, Mabel Lewis, Ellen Howard, Messrs. Edgar W. Buchanan, Frank Kennedy, and C. J. Thomson; from Genoa, Vice-Consul Dr. and Mrs. v. d. Hyde, Mr. and Mrs. Ernst Bourdan, Prof. H. Hülle, Dr. Bohlen and family, Misses M. Hosemann and Luck, Messrs. W. D. Graham, A. Sugoten and family, James Johnston, S. W. Litwinoff, Buchinger, M. Hafermann, J. P. Roberts, and Emil Gabriel; from Suez, Messrs. Elias, Maldrizki, and Lobokowski; from Naples, Mr. and Mrs. H. Neale, Messrs. Nikita Molchanoff, E. K. Bull, and Lorenzo Poggi; from Port Said, Mr. and Mrs. S. Smith, Mr. and Mrs. Nagel, and Mr. Berkowitz, from Colombo, Messrs. von Seckendorf, W. G. Gregory, J. W. Donald, M. Reichsborn, and Mittelbach; from Singapore, Mrs. Shapico, Miss Carmen, Master Herbert Hudson, Messrs. G. T. Davies and B. C. D. Gray; for Yokohama, from Hamburg, Messrs. Sadutoski Jasugi, Motobacki Jagi, and Otsabaro Murato; from Antwerp, Mr. B. Aduchi; from Southampton, Miss Edith Buer, Messrs. T. Tanaka and Hidesabaro Iwanaga; from Genoa, Miss C. Sturzenegger, Prof. A. Hofmann, Messrs. C. Trobitius and von Hardt; from Colombo, Messrs. L. Scharpessell and H. T. R. Despard; from Penang, Mrs. Cowling, Mr. and Mrs. Mower; from Singapore, Mr. and Mrs. F. S. Cameron, and Mr. H. C. Ehrenfels; for Kobe, from Southampton, Mr. A. Bickel, and Miss Lowe; from Colombo, Mr. Conrad Bischoff; for Nagasaki, from Penang, Mrs. O'Natjisan, Mrs. O'Joueh, and Mrs. O'Toyo.

## DEPARTED.

Per *Salazie*, for Saigon, Messrs. Marques de Barthelmy, Alex. L. Stein, and Dr. H. R. Macaley; for Singapore, Messrs. G. F. Witton, Y. Nakamura, Michel Gantus, Chas. Benjamin, and Capt. Chanzy; for Colombo, Lieut. Wehmeyer; for Port Said, Lieut. Gonbomin and Mr. Mondrik; for Marseilles, Messrs. Ignacis Frederico, Leforte, Maistre, A. P. Souza Jose Vaz, C. Augusto da Souza, and Jose M. Garcia.

Per *Bengal*, from Hongkong, for Singapore, Mrs. Josephine Malcolm and 2 children, Mrs. Osuki Wada, Private Joseph Short, Messrs. Miyosi Wada, A. G. Newcomen, and Cooke; for Bombay, Mr. T. K. Kakajemalla; for London, Mr. and Mrs. W. F. Ford and daughter, Master Ford, Mrs. Rawcliffe, Mrs. and Master Johnston, two Misses Goodman and 2 children, Inspector Warnock, Messrs. G. A. Buckland, David Kyle, R.N., B. J. Barlow, and J. K. Hutton; from Shanghai, for Penang, Mr. H. Kynard; for Colombo, Mrs. and Miss Miller; for Bombay, Mr. Luxmon Chinaya; for Marseilles, Rev. and Mrs. Engdahl and 3 children; for London, Mrs. J. P. Donovan, Capt. and Mrs. Bagshawe, Messrs. W. H. Barham, A. R. Graves, C. D. Nicholls, and R. R. Hynd, and Miss Szitivary; from Kobe, for Penang, Mr. R. Mit-

shell; from Yokohama, for London, Mrs. and Miss Dodds, Messrs. J. Dodds, Graham, P. Siverton, and G. Pocock.

Per *Bayern*, for Shanghai, Mr. and Mrs. E. Merow, Mr. and Mrs. O. Tiberii, Mr. and Mrs. T. Palmer, Mrs. A. Goethe, Mrs. C. M. Senna, Mrs. J. G. Pereira, Misses T. Hong and M. Beringer, Messrs. A. J. Coffee, R. M. Falconer, R. Herfurth, Max Jacobs, J. L. Smith, and R. Mahar; for Nagasaki, Mr. H. Widemann, Mrs. Okiku, and Mrs. Cturi; for Kobe, Messrs. C. J. Barrett, Schreiber, Tardel, and Schroeder; for Yokohama, Mr. and Mrs. Longuet, Mrs. L. Hug, Mr. and Mrs. K. R. Kertesey, Miss B. Smith, Dr. C. Fahnenslock, Messrs. R. Otto, E. Kilian, and E. Johannsen.

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